MAY 28 1964

RAILROAD MAGAZINE

AUGUST, 1964

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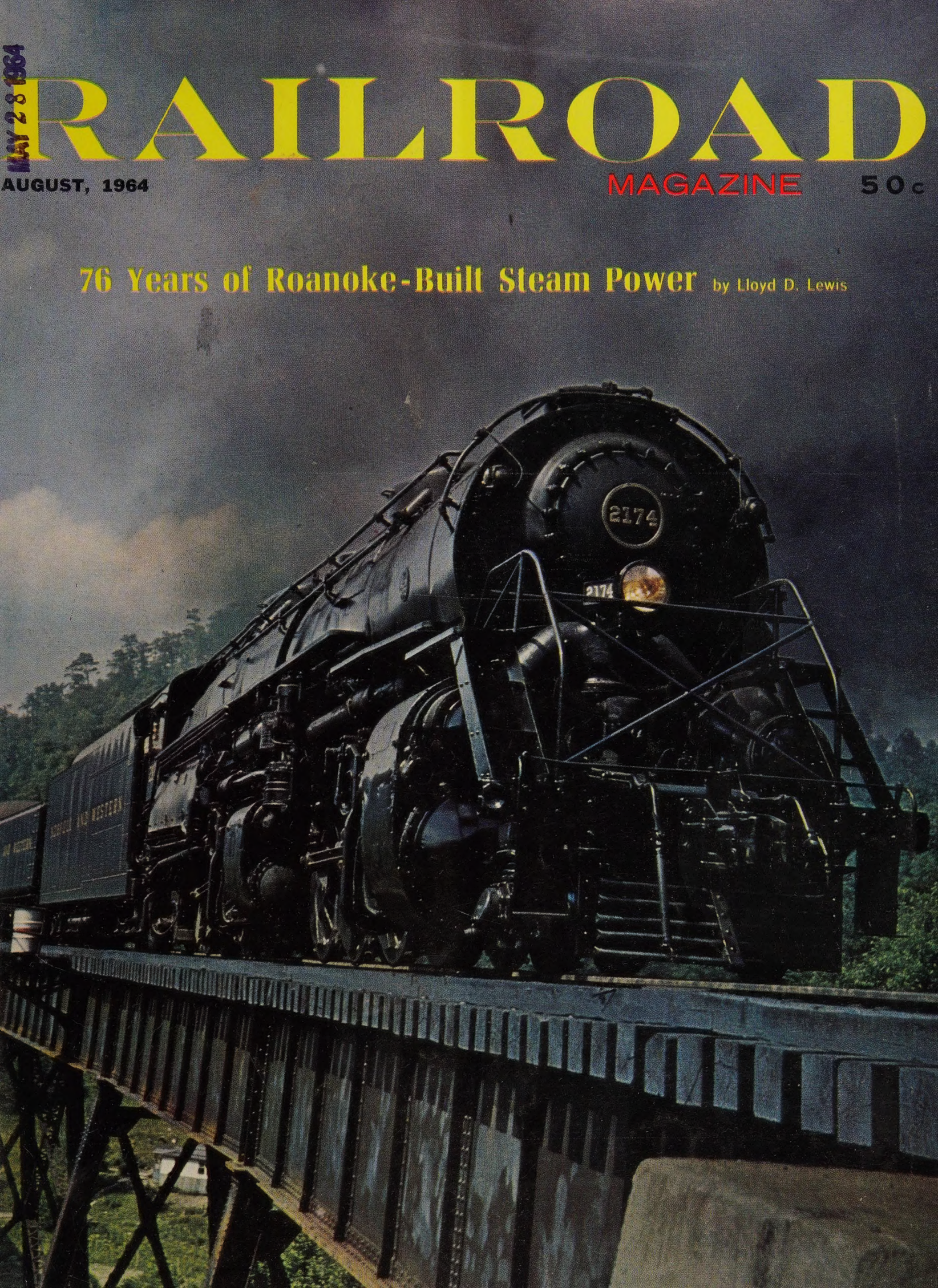
76 Years of Roanoke-Built Steam Power

by Lloyd D. Lewis



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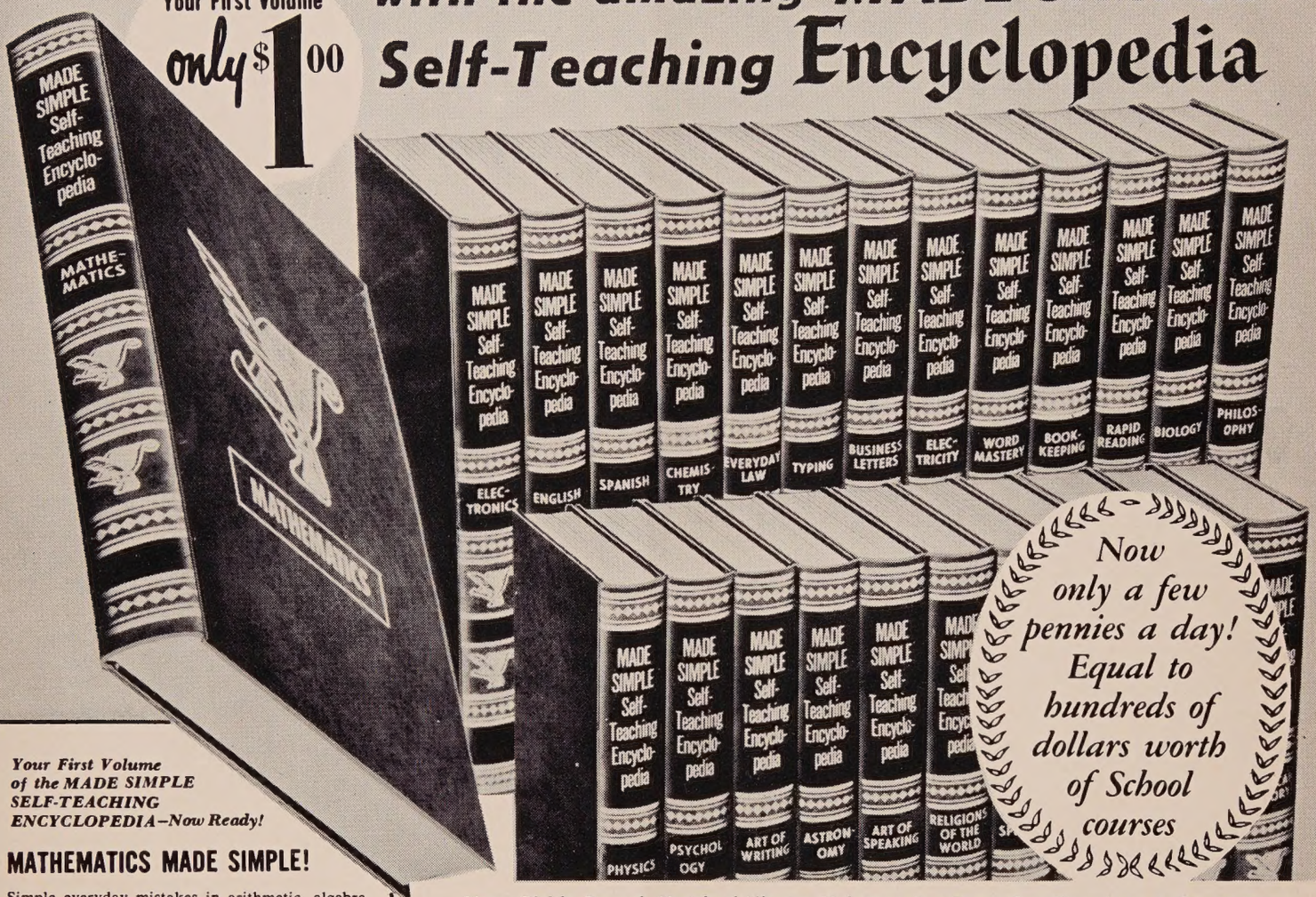

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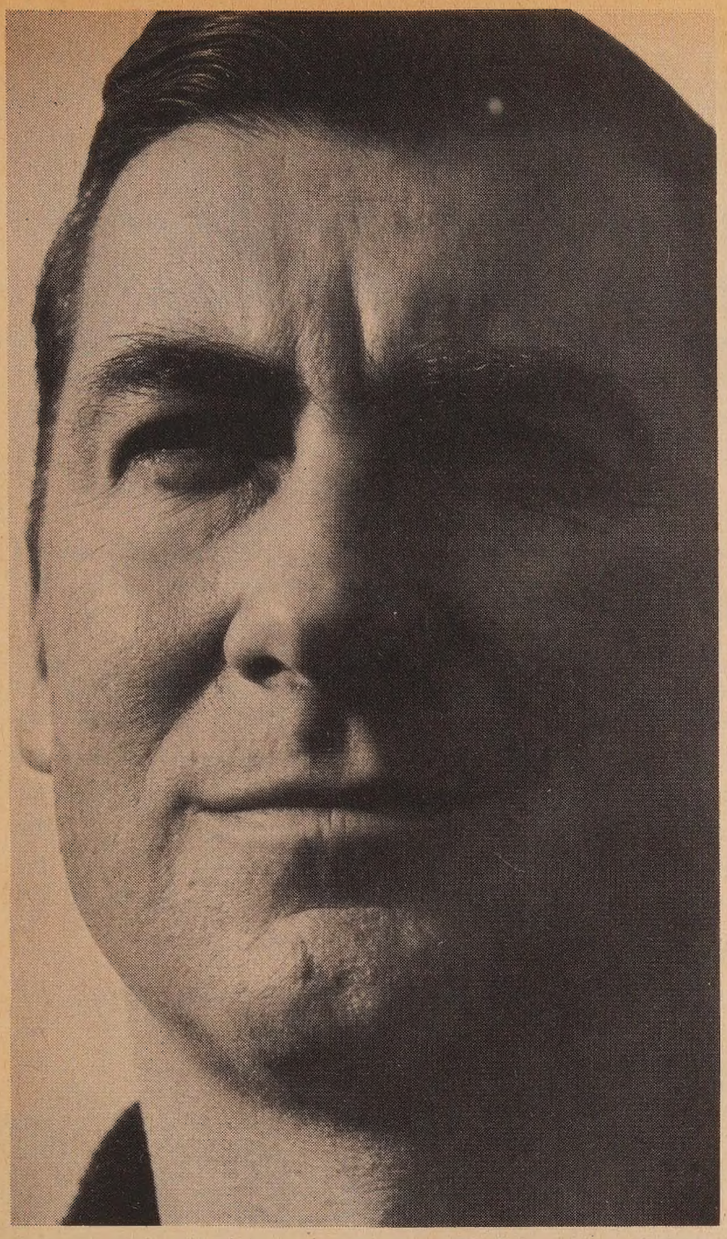

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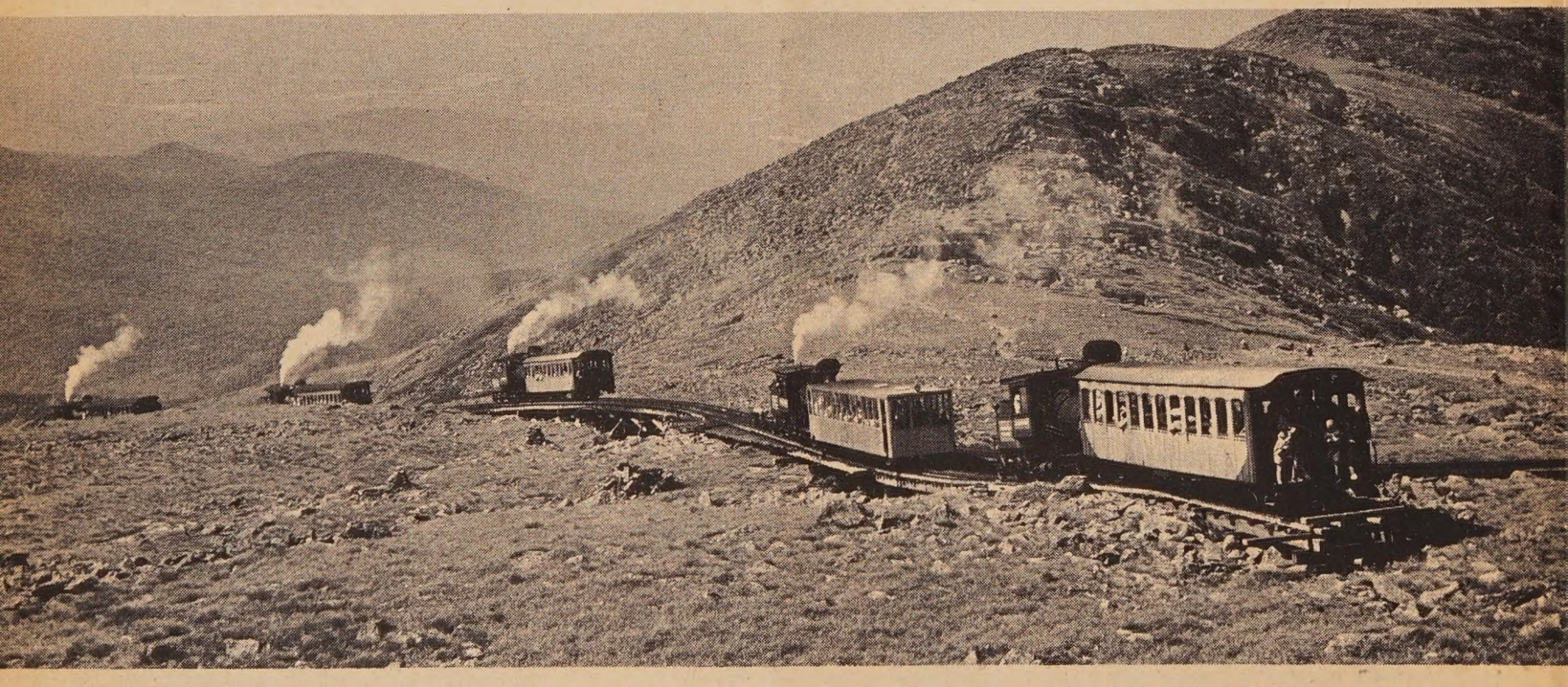
A rare shot above timberline: Mt. Washington Cog Railway in New Hampshire, 95 years old. Its trains make several daily trips in summer to top of highest mountain in East.
Dick Smith, North Conway, N.H.



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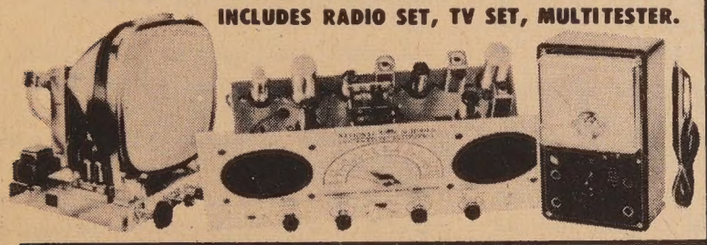

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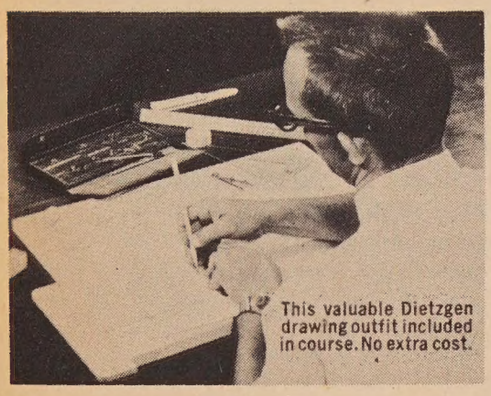

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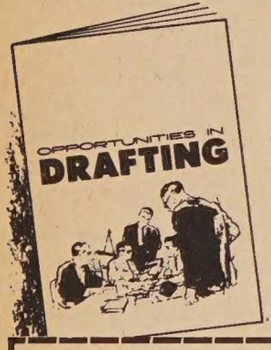

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MAIL CAR

Railroaders and Fans Sit in With the Editorial Crew

OUR cover photo shows No. 2174, Class Y-6, on Trace Fork Viaduct of the Norfolk & Western branch going south out of Welch, West Virginia. The photo was made on a Rail Museum Safari, July 11, 1959, by David K. Johnson, professional photographer and life insurance agent, 196 Main St., Nashua, N.H.

"I took it while clinging to the slippery south abutment of the viaduct," he says, "with at least 50 other railfans all vying for a clear view. Cinders covering the embankment made my footing very difficult. The train stopped after crossing the viaduct, letting out all who wanted to take pictures, and backed up for a photo run."

Dave also made our April '62 cover picture, showing a 4-6-4T wheeling the train of Nelson Blount's tourist line, the Monadnock, Steamtown & Northern, across Todd's Pond at Bradford, N.H., which some readers say was the prettiest cover we ever had. •

FROG SMITH'S true tale of a one-armed hogger in this issue could be beaten by Larry Jones, a 12-year-old railfan born without arms, who drove a 2000-hp diesel yard engine for six exciting miles, alone in the cab, through the Santa Fe's Argentine yards!

Larry lives at 1207 Shawnee Ave., Kansas City, Kan., near the yards. At dusk one evening last September he was watching the maze of tracks when he noted that No. 552 was unattended Eager to drive a locomotive—what railfan isn't?—he climbed into the cab, released the brake with one foot, controlled the throttle with his other foot, and off he went. He even tried to turn on the headlight but failed.

East tower reported the dark engine running wild, then making about 35 mph, and quickly gave it the right of way in hopes of avoiding a collision. Another yard goat set out in fast pursuit. Larry was having a grand time. "Never had so much fun before in my life," he said afterward.

At length a boxcar on the rails caused him to slow down. Switchman Gene Schieble leaped out of the pursuing locomotive and climbed into 552's cab, ending the joy ride. Taken to a police station, Larry was soon freed in custody of his parents. This info. came from Gale Rankin, 5711 Tracy, Kansas City, Mo. 60410. •

HUMAN INTEREST. The U. S. supreme Court has ruled in favor of Missouri Pacific carmen helpers who complained of downgrading in seniority due to their absence in military service. Employees who had not been drafted were placed ahead of them on the seniority list. The court canceled that priority.

"Articles on steam power of various roads, like Pennypacker's 'Western Maryland' (June '64), should be a *must* in every issue of *Railroad*," urges Jack Emerick, C&O assistant trainmaster, 1622 Franklin Ave., Charleston 11, W. Va. "Keep reprinting those fiction-story classics!'

Joe Fountain is retiring after 25 years as New York public relations officer for Canadian National Railways. He was the only reporter to witness the swearing-in of Calvin Coolidge as 30th President of the U.S. in a farmhouse at Plymouth, Vt., in 1923.

Mrs. Virginia Mae Brown, age 40, Pliny, W. Va., the first woman ever appointed to the Interstate Commerce Commission, is a good-looking farmer's daughter, a lawyer like her husband, and the mother of two small girls.

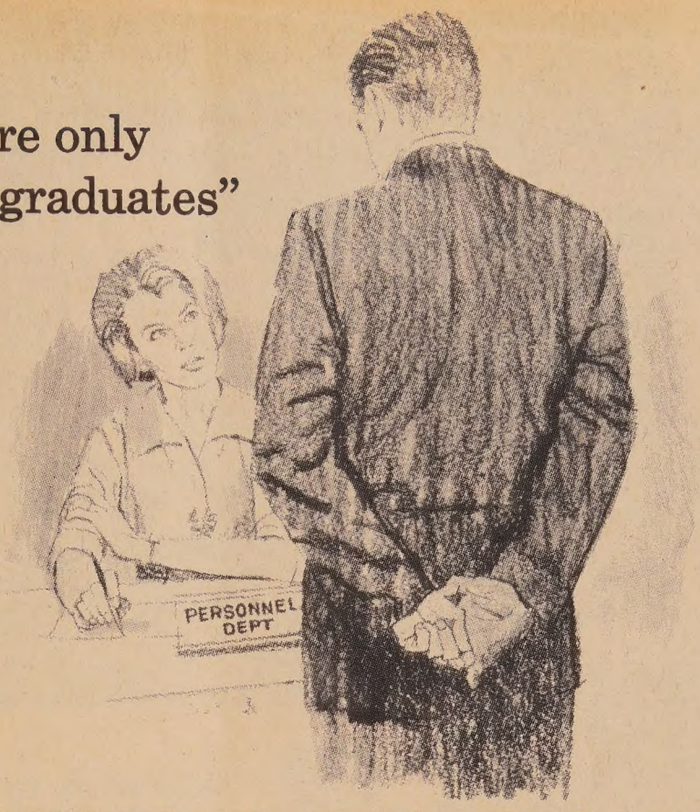
"I began reading your publication in 1909 when it was called *Railroad Man's Magazine*," write W. P. Gaudry, retired Canadian Pacific chief clark, 334 Murray Ave., Greenfield Park, P.Q., Canada. "I was much impressed by Frank Donovan's articles on passenger service in your April and June issues. I recall the fine passenger trains that used to run between Washington, New York, Boston, and Canada's maritime provinces: trains like the *East Wind*, the *Pine Tree*, and the *Bar Harbor*, now all gone."

Among the duties of an airline hostess is to point out the interesting sights on a trip, but one girl overdid it. As news commentator Walt Winchell said, "On a recent flight a stewardess asked for the attention of passengers and then blurted, 'If you look below you may see where the plane from Puerto Rico crashed.' Wow!"

"My greatuncle Charles Back, conductor on the *Empire Builder*, loved the Great Northern so much that after he died his body was cremated and his ashes were scattered over the right-of-way," writes Randy Nelson (age 15), 1215 S. 8th Ave., Yakima, Wash. 98902. "I became interested in *Railroad Magazine* because Dad sells it in his drugstore. I like best your motive power rosters, historical articles, and *Transit Topics*."

Thousands of semi-hysterical teenagers, mostly girls, swarming through Union Station at Washington, D.C., did

"Sorry, we hire only high school graduates"



NOW YOU CAN FINISH HIGH SCHOOL AT HOME

Win a diploma in your spare time...qualify for a better job

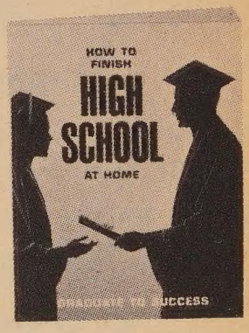
DON'T be held back from bigger pay and more opportunity just because you don't have a high school diploma. You can now finish high school at home—during your spare hours—without loss of a single day from your present job.

The Wayne High School Program makes home study easy and interesting. You receive individual assignments from experienced instructors who are directly concerned with your progress. You are a class of one—you take everything at your own pace, so you are neither hurried nor slowed down. And in addition to basic high school subjects which qualify you for a diploma, you have a choice of practical vocational subjects which help you get started in one of many profitable fields. Wayne's flexible study plan permits you to shape your program so that it exactly fits your personal needs.

If you've had enough of just working in a rut—if you want to make up rapidly for lost time—if you want to know the feeling of pride and confidence that comes with saying "Of course, I'm a high school graduate," then you should find out right away what Wayne study can do for you. *The cost is remarkably low.*

Mail coupon for free illustrated booklet

If you are 17 or older and not now in school, send for the free illustrated booklet "How to Finish High School at Home." It contains important and surprising facts about the earnings and success opportunities of high school graduates. It will also give you full details of the Wayne High School Program and the courses it offers you. Mail the coupon now to Wayne, 417 South Dearborn, Chicago, Illinois 60605.



WAYNE SCHOOL
Dept. 32-506, 417 S. Dearborn, Chicago, Illinois 60605

Please send me your free illustrated booklet "How to Finish High School at Home" which contains full information about high school study and opportunities for high school graduates.

Name..... Age.....

Address..... County.....

City & Zone..... State.....

Occupation..... Working Hours....A.M....P.M.

608 Canadian residents: Wayne, Box 1001, Montreal 3

3 WAYS to Make BIG MONEY IN '64

With Amazing, New, Patented Industrial, Commercial Cleaning Advance That Makes All Others Obsolete!

HUNDREDS OF PROSPECTS!

- Service Stations
- Truckers
- Garages
- Saw Mills
- Boats-Marinas
- Dairies
- Building Cleaning
- Ice Plants
- Farmers
- Lawn Mower Shops
- Motorcycle Shops
- Cafes-Hotels
- Industrial Plants
- Super Markets
- Meat Markets
- Animal Farms
- Fur Farms
- Domestic Establishments
- Air Conditioning Equipment

Produces INSTANT STEAM— Whenever, Wherever Needed!

"WEDCO" STEAM CLEANER

1 Your Own Independent, Big-Profit Industrial Cleaning Business—For A Minimum Investment!
Industrial plants, automotive and heavy equipment owners, property owners — hundreds of prospects all over your territory eager to pay you fat contract rates for the fast, efficient steam cleaning service you provide with your WEDCO!
2 Start Your Own WEDCO Dealership—Filling Big Demand All Over Your Territory!
Garages, service stations, farmers, factories—dozens of different businesses save tremendous time and work, earn big extra profits —using WEDCO to clean property and equipment on their own premises as well as for their customers! You earn giant $102.50 profit per sale!
3 Biggest Profits Of All—Qualify For A WEDCO FRANCHISE DISTRIBUTORSHIP!
Protected territory, unique moneymaking program for top-flight men and organizations qualified to step into the booming WEDCO picture NOW!
Pick Your WEDCO Profit Path—And MAIL COUPON TODAY!

WEDCO
Dept. A-4, P.O. Box 973, Jackson, Wyoming

CLEAN UP RIGHT HERE
Get All The Facts!

WEDCO **Dept. A-4**
P.O. Box 973, Jackson, Wyoming
Tell me how to clean up with new patented WEDCO instant steam cleaning machine!
☐ Here's check or m.o. for $132.50—rush sample demonstrator machine ($235.00 retail value) and moneymaking details.
☐ Tell me how to get started as WEDCO **dealer.**
☐ How do I qualify for that EXCLUSIVE FRANCHISE and PROTECTED TERRITORY as a WEDCO **distributor?**
☐ Tell me more about starting my own steam cleaning business.

NAME_____
ADDRESS_____
CITY_____ ZONE____ STATE_____

not buy tickets but shrieked a welcome to four young Britons in need of haircuts, the Beatles.

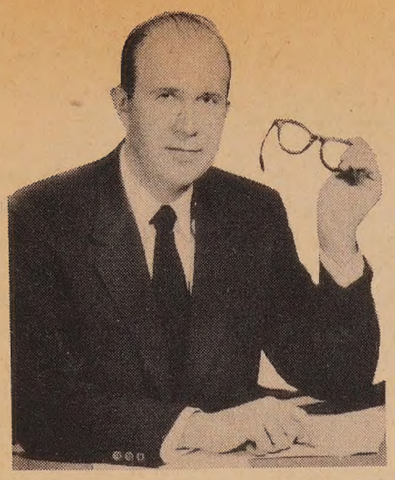
"I'm having a picture-book on 20th century railroading published in London, with 234 illustrations," reports Francis W. De Sautelle, 125 7th Ave., Baraboo, Wis., who sells circus and carnival photos and negatives.

"My first railroad job," recalls Dave Tremblay, 752 Joliette St., Longueuil, P.Q., Canada, "was callboy in 1904 on the Quebec & Lake St. John (now part of the Canadian National). I was paid $11 per month for working 96 hours a week on the night shift, attending school in the daytime and learning the Morse code. After that I worked on many roads as a boomer, then joined the Royal Navy and won a medal for gallantry at sea."

"Haywire Mac's 'Boomer in Africa' (June '38) was my alltime favorite *Railroad* article," writes ex-boomer Walt Harris, 1668 Brandon Ave. SW, Roanoke, Va. "I worked for 17 roads, including a job switching at St. Nazaire yard on the first American railroad crew to work in France. While braking for the Virginian I had 28 kinsmen in train service on the Norfolk Division. First copy of *Railroad* I ever saw was laying on a dispatcher's table on the Clinchfield RR., then called the Carolina, Clinchfield & Ohio; and in '49 and '51 you printed several true tales of mine." •

FEDERAL spending in 1964 for highway, air and water transport facilities will total more than five times the entire cost of the $970-million "attack on poverty" program that President Johnson sent to Congress. The year's outpouring of Federal funds to support those means of transportation will reach an estimated $5.3 billion, reports the Association of American Railroads. The AAR (Transportation Bldg., Washington 6, D.C.) is distributing an 8-page booklet, 8 x 11", which tells, with facts and figures, the extent to which our Government is subsidizing the railroad's competitors. •

CONSTRUCTION of a 100-mph. rail line along the densely overpopulated eastern seaboard is a possible solution to a snarled transportation problem. The U.S. Department of Commerce has just finished a study of the area, which has more than 35 million inhabitants and about 30 percent of the nation's manufacturing plants, and says the railroad proposal deserves further attention. The new line, if built, would be modeled after the Tokyo-Osaka route in Japan, over which speeds up to 135 mph. are planned. •



Don Bolander, M.A., University of Chicago; B.S., Northwestern University; Director of Career Institute; authority on adult education.

Would better English give you a better chance?

Give me just 15 minutes of your spare time each day and I will show you how to speak and write like a college graduate!

LET'S FACE IT

An intelligent, ambitious, personable man is passed over for a promotion.... A man's wife—or his daughter—is ashamed of his English.... These situations, common as they are, cause unnecessary shame and disappointment. And yet, in this day of higher education, almost everyone is expected to speak and write like a college graduate. Unfortunately, those who fail to measure up may be passed over in business or slighted socially.

What About You?

Do you feel sure of *your* English? Can you talk easily and confidently with anyone, in any situation? Can you write a flawless letter to a client, a prospective employer, a personal friend? Do you feel confident as a person because you are confident of your language? Do people think of you as an educated man?

Be Sure of Your English

Correct English must always be learned, and you *can* master it, without going back to school. Over the years I have helped thousands of men and women to improve their speaking and writing, to increase their vocabularies, to become interesting conversationalists—*easily and enjoyably, right in their own homes.*

Here's What to Do

To accomplish these results spend 15 minutes a day with the Career Institute Method. Through this tested method you can master good English, enlarge your vocabulary, and develop the ability to organize your thoughts and express them clearly. Take the first step, NOW! You can quickly and easily bring your English up to today's high standards—you can do something to help yourself get ahead!

Let's Consider Your Questions:

Question *What is so important about my ability to speak and write?*

Answer People judge you by the way you speak and write. Good English is absolutely necessary for making a good impression and getting ahead in business and social life. You can't express your ideas fully or reveal your true personality without a sure command of good English.

Question *What does a "command of good English" mean?*

Answer It means you can express yourself clearly and easily without fear of embarrassment or making mistakes. It means you can write well, carry on a good conversation—also read rapidly and remember what you read.

Question *Are there other advantages to be gained by acquiring a command of good English?*

Answer Yes! Words are actually "tools of thought." The more you learn about words and how to use them to form and express your ideas, the better your *thinking* becomes. For this reason a command of good English often pays off in unexpected ways.

Question *Wouldn't I have to go back to school for a command of good English?*

Answer No, not any more. You can gain the ability to speak and write like a college graduate right in your own home—in only a few minutes each day.

Question *Is this something new?*

Answer Career Institute of Chicago has been helping people for many years. The unique Career Institute Method quickly shows you how to stop making embarrassing mistakes, gain a colorful vocabulary, write clearly and well, and discover the "secrets" of interesting conversation.

Question *How do I know it works?*

Answer There are thousands of letters in my files, testimonials from people in all walks of life who have used the proved Career Institute Method to achieve amazing results. If you send in the coupon below, I will share some of these letters with you.

Question *How long will it take me to learn to speak and write like a college graduate, using your method?*

Answer Some people take only a few weeks to gain a command of good English. Others take longer. It is up to you to set your own pace. In as little time as 15 minutes a day, you will see quick results.

Question *How can I find out more about the Career Institute Method?*

Answer I will gladly mail a free 32-page booklet to you. The booklet fully explains the new easy-to-follow Career Institute Method and tells how you can gain a command of good English, quickly and enjoyably, at home. Just send a postcard or fill out and mail the coupon below.

DON BOLANDER, Career Institute, Dept. 3F , 30 East Adams, Chicago 3, Ill.

Please mail to me, without obligation, a free copy of your 32-page booklet, HOW TO GAIN A COMMAND OF GOOD ENGLISH

NAME_____

STREET_____

CITY_____ ZONE_____ STATE_____

CHIEF MECHANICAL OFFICER of the Florida Southwestern, Fred W. Perry, 44 S. Whitney St., St. Augustine, Fla., has been a *Railroad Magazine* subscriber continuously since 1936 and keeps his issues in a large filing cabinet.

"I always leave the last *Railroad* on my desk until the next one comes," he writes. "As a rule, I read each issue several times before filing it away. Often I pick up an old copy and read it with the same enjoyment as when I first saw it.

"Recently you gave some space to midget steam railroading. I like that. It shows your magazine is not high hat. A lot of fellows, including myself, are interested in those little pikes as well as the off-beat railroads that Elliott Kahn writes about. I enjoy all your steam articles, especially 'Frog' Smith's logging stories. Long ago, I almost followed behind Frog, firing locomotives on some of the same roads and covering just about every foot of the country he mentions. I knew some of the men and operations he tells about. His stories are probably 99 percent true."

Among the other *Railroad* features that Fred enjoyed very much was Herb Monroe's account of the Collver Special wreck in 1908 on the Southern between Atlanta and Chattanooga (Feb. '50 issue) and the old narrow-gage stories by Gilbert Lathrop, his father, and his Uncle Carl, all three Rio Grande enginemen at one time or another. (See page 40.) •

ALWAYS something new in railroading. Now it's the unit train—solid trainloads of one commodity, usually coal, moving intact from origin to destination. The Erie-Lackawanna, for example, recently joined the Milwaukee Road in hauling a unit shipment of 5,000 tons of grain in 95 boxcars from upper Great Lakes storage points to Buffalo, N.Y., for local milling.

For its second consecutive year, Northwestern University at Evanston, Ill., offers a 15-month course in transportation leading to a Master of Science degree, beginning next September. Fellowships ranging up to $5,000 each, covering tuition, living expenses, etc., are available.

A new Hydro-Train barge of the Puget Sound Alaska Van Lines, launched at Alameda, Calif., is 342 feet long, 76 feet wide, and carries 42 railroad freight cars on a single trip between Seattle and Alaska.

Chesapeake & Ohio has just put into operation at Walbridge, Ohio, near Toledo, its first fully mechanized yard office. Electronic machines speed up freight-car information.

C&O's annual report to its 103,254 shareowners, beautifully illustrated in color and black and white, with emphasis on the human size, is the most attractive railroad annual we have ever seen. The latest Norfolk & Western annual also is notable for its high-grade color photography.

"The Monon was not the first Class 1 road to be all-dieselized, as your magazine stated," contradicts C. G. Broad, P.O. Box 957, Fort Collins, Colo. "The Texas Mexican, in south Texas, gave up steam power in 1938, ten years before the Monon did."

The once-famed *Orient Express* (featured in our Oct. '62 issue) will operate through Greece under a new automatic signaling system being installed by Greek State Railways.

Baltimore & Ohio cut first-class passenger fares 31 percent, effective April 13, but only on Mondays, Tuesdays, and Wednesdays when traffic is generally lighter. Unlike most rail-fare cuts, these cover one way and round trips.

Two postage stamps issued recently by New Zealand for its railway centennial show an old and a modern locomotive on one, a dieselized express on the other, reports L. M. Patterson, 32 Bridge St., Christchurch 7, New Zealand.

Rarely do you hear of new railways being built these days, but Canadian National has just opened a new 61-mile line to Matagami, a copper mining center in northwestern Quebec, which branches off the Barraute-Chibougamau line.

Sugar enough to sweeten 30 million cups of coffee can be transported in a single trip by a mammoth, new, stainless-steel, covered-hopper car built by Pullman-Standard at Butler, Pa., for the Atlantic Coast Line. With 135-ton capacity, it is the largest covered hopper on rails. •

ONE sultry summer afternoon in 1959, when a way freight hauled by two GP-9's reached a South Dakota town, the crew were tired and uncomfortable, reports Darrell A. Kesling, Jr., Box 831, McCall, Idaho. The elderly station agent also was feeling the effects of hot weather, and criticized and questioned the crew while they were switching.

By the time the train was re-assembled, about a dozen cars, tempers had been worn thin. The agent went over to inspect the interior of an empty refrigerator car. He opened a door and climbed inside. The conductor, seeing him vanish into the reefer, promptly dropped off the caboose, ran ahead, and slammed the door. Then he went back to the crummy, gave the engineer a highball, and they got underway.

Inside the reefer, the crochety old agent must have been surprised and worried by the unwanted ride. Before they reached the west switch, perhaps a half-mile out of town, the ORC decided that the agent had been punished enough, and instructed the hogger, via train radio, to back to the station.

He opened the reefer door. Out popped an angry man, shaking his fist and vowing, "The superintendent will hear about this!" as the train rolled out of town again. Now it was the conductor's turn to worry. But no member of the crew was disciplined for that breach of rules, although the story caused laughter along the line. •

ONE-MAN Stations. "Your *Mail Car* told about a nurse being the only passenger allowed to board trains at a certain closed railway station in England," writes Bob Underwood, 723 Ridgewood Rd., Millburn, N.J. 07041. "The New York, Susquehanna & Western had two stations in New Jersey, each one used regularly by a single person. (Others could have used it.) A New York commuter took the train daily at Crystal Lake, but when he moved to California the stop was eliminated. The other station is Babbitt. Every day a lone commuter rides the train there from Oakland. When a temporary schedule eliminated the Babbitt stop, the poor fellow had to take the train from Oakland to Hackensack and then a bus. Re-instatement of the stop made him happy." •

BABIES have been born in cabooses and a Missouri Pacific conductor was murdered in a crummy, but does any reader know of a marriage solemnized in one?" asks William F. Knapke, 3831 E. Flower St., Tucson, Arizona.

Writing a book on caboose lore for publication by Howell-North, Bill needs odd facts, personal experiences, and anecdotes. Also unusual pix: action shots, human interest, animals riding crummies, decorated cabooses, wrecks, side-door types, cabooses on circus trains, logging trains, iron-ore trains, etc. He wonders how present-day crews feel about cabooses equipped with modern gadgets which came into service since he retired as a Southern Pacific conductor many years ago. His book will carry credits for material received from readers.

The Florida East Coast still has side-door cabooses, a type outlawed long ago, reports Walter Trapp, P.O. Box 34, Enterprise, Fla., who has been living on an FEC branch for 26 years. •

(*Continued on page* 50)

U.S. Naval Scientist Reveals How You May

NOW! FILL YOUR GAS TANK ONCE A MONTH... CHANGE YOUR OIL ONCE A YEAR!

Amazing invention converts raw untapped power in ordinary gasoline into a fantastic new source of energy for your car!

Yes, SAVE EVEN up to $15.00 a month, save up to 35 gallons of gas each month . . . without adding a single new part to your car!

by CARL ANDERSON

(as compiled from official Government documents and scores of reports from the leading oil companies in the United States)

What you are about to enter is a new era of automotive history. An era of mileage miracles where you can take a 10 year old car and drive across 6 states of the union on a single tank of gas—Where you can blaze a trail from New York to Chicago on just 2 or 3 tankfuls—an era so wondrous and startling that "impossible" savings like 29, 33 even 35 gallons per month are proven facts—

AND NOT ON SOME DREAM CAR OF THE FUTURE BUT ON THE VERY CAR YOU MAY BE DRIVING TODAY!

Yes, what you are going to do to your car is the very same thing that leading automotive scientists now do to their cars . . . the very same thing that both police cars and huge taxi fleets now do to even the worst gas gulping engines they have—Yes, the very same thing that even Rolls Royce is now doing to their most expensive models—you are going to convert the hydro-carbon atoms in ordinary gasoline into a surging new source of power for your car . . . power that costs you not one single cent!

So come now to secret Gov't file No. 156,695 . . . and brace yourself for the most spectacular invention of our times . . . the dream-child invention of U. S. Naval Scientist W. T. Johns, that's guaranteed to give you more blazing power, more super pick-up, more miles per gallon than you could ever possibly hope for . . . and at the same time save you as much as $300.00 a year on gas and oil, year after year after year.

Imagine the thrill of filling your gas tank as little as once a month . . . as you convert untapped power into a whole new storehouse of energy!

How is this possible? The answer is simple: You see, as any automotive engineer will tell you, the hydro-carbon atoms in gasoline, make it one of the most powerful fuels on the face of the earth. More powerful than the fuel used in jet aircraft . . . more powerful than liquid oxygen . . . even more powerful than the fuel in giant diesel engines.

Then what happens to all the power in those hydro-carbon atoms? Once again the answer is simple . . . only this time it's expensive, too. Because, out of every gallon of gasoline pumped into your car today, your present engine can extract only 30% of the total power potential. What happens to the other 70%—that other 25c worth of gasoline in each and every gallon? NOTHING! ABSOLUTELY NOTHING! Your engine just isn't equipped for the extra power in those atoms . . . and they go wasting away out of your exhaust pipe, unused, untapped, PURELY WASTED. It's as if your tail pipe was literally spitting out good money mile after mile after mile.

Can something be done about this ridiculous waste of money and gasoline? That's the question that's stumped the experts ever since they first discovered this vast storehouse of energy in ordinary gasoline. Only, now the answer is YES! Here's why:

The Amazing Discovery of U.S. Naval Scientist W. T. Johns

Years ago while working with special government engines, Naval Scientist W. T. Johns noticed a peculiar thing: these high-powered engines were able to extract more power from the gasoline fed to them, than ordinary automobile engines were able to do. Realizing he was on the verge of perhaps one of the most significant discoveries of our age . . . W. T. Johns quickly pooled all his efforts . . . plus all the knowledge he had gathered as a research Scientist for the Navy Rocket program . . . and here is what he uncovered:

More Miles Per Gallon Than You Ever Dreamed Possible!

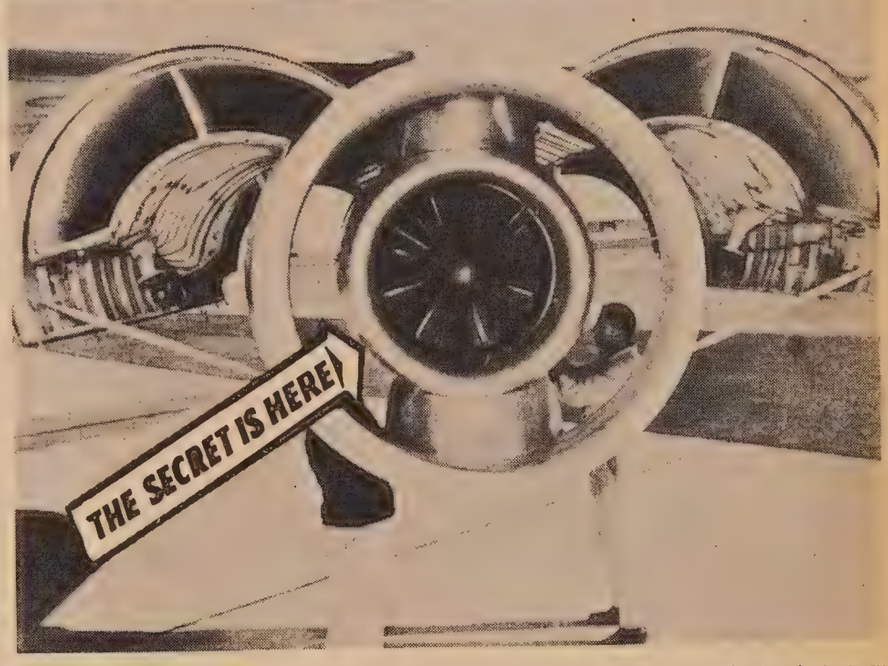
The secret of extracting more blazing power from the untapped hydro-carbon atoms in ordinary gasoline was easily achieved when his new invention called the Dynovac was attached to the car engine . . . thereby eliminating one of the greatest causes of lost hydro-carbon power . . . AND CONVERTING THOSE WASTED HYDRO-CARBON ATOMS INTO PISTON DRIVING POWER mile after mile after mile.

Even more startling, because of this conversion . . . because you could now get more power with less wear and tear on your car's engine, W. T. Johns was astounded to find that not only could you fill your gas tank as little as once a month . . . but you only had to change your oil as little as once a year!

In plain simple talk, the miracle that U. S. Naval Scientist W. T. Johns discovered while working for the Navy . . . he then applied to cars. So that you can now save up to 35 gallons of gas each month . . . up to $300.00 worth of oil and gas each year!

Is This Invention Available To The Public?

By now you are probably saying to yourself, is this invention yet available to the public . . . and if so, how can I get it? Well, on American cars the principles of this amazing invention is not yet standard equipment . . . and will not become so for at least 2 or 3 years OR LONGER. On foreign-made cars the same is true with one exception. Should you purchase a Rolls Royce. A BUILT-IN ELECTROLYTIC UNIT USING THE PRINCIPLE OF JOHNS' DISCOVERY has already been installed by the factory. But since we don't expect most people to be buying Rolls Royce cars tomorrow (even though they are the finest in the world) . . . here is how you can get a DYNOVAC for your car . . . and see with your own eyes the fantastic change it will make in your car's engine . . . and all at our risk on this special trial offer.



Yes, it was while working in conjunction with the U.S. Navy on its jet and rocket research program that Naval Scientist W. T. Johns first unlocked the secret to his great new invention. For it was on engines such as this that Johns first discovered how to unlock the latent power in wasted hydro-carbon atoms . . . THE VERY SAME ATOMS FOUND IN ORDINARY GASOLINE . . . ATOMS THAT YOU CAN NOW UNLEASH INTO A NEW SOURCE OF ENERGY FOR YOUR CAR! For full details read the rest of this exciting breakthrough in automotive engineering.

What This Means To You

It means that if you are sick and tired of seeing your car literally "ignore", waste and throw away hundreds of gallons of gas. . . If you are sick and tired of putting in a 35c gallon of gas and getting back a mere 10c worth of performance . . . then here at last is the dream discovery you've been waiting for. Because, thanks to the miracle DYNOVAC no matter if you drive in heavy stop and go city traffic . . . or if you blaze the turnpikes at 70 or 80 miles an hour speeds . . . no matter whether you drive in sub-zero climates or even oven-hot deserts . . . no matter whether you drive 50, 60, even 100 miles a week, month after month, year after year . . . no matter whether your car is a six cylinder or 8-cylinder, manual shift or automatic shift, whether a brand new 1964 model or one that's 10 years old . . . YOU CAN NOW FILL YOUR GAS TANK JUST ONCE A MONTH, CHANGE YOUR OIL ONCE A YEAR!

Gas Savings As High As 50% Or More

reports panel of consumers who have tried this sensational invention! And each day new reports of equally glowing results still keep pouring in.

46% BETTER GAS MILEAGE reports John Doremus of Passaic, N. J. "And I not only got all this extra mileage per gallon . . . but was also able to use regular rather than high test gas."

GETS 22 MILES A GALLON ON CAR 53,000 MILES OLD . . . Roscoe Wagner, Knoxville, Iowa, confirms lab proof that with DYNOVAC you achieve fantastic gas savings, oil savings . . . even on cars that are way past "middle age."

GAS MILEAGE SOARS AS HIGH AS 50% BETTER writes G. S. Selig, Cambridge, Mass. Lavish praise after evaluating the results of this amazing invention after 40,000 of both city and highway driving.

OVER 60% MORE MILES PER GALLON IN CONSUMER COMPARISON TEST, reports C. B. Thomas, Marysville, Mich. . . . in comparing the car with Dynovac vs. a previously owned V-8 without Dynovac.

50% MORE MILES PER GALLON raves C. Jackson, White Plains, N. Y. Still another case that confirms our belief that for improving your car's overall performance nothing can match the miracle DYNOVAC.

10 YEAR OLD CAR GETS 23 MILES A GALLON . . . R. C. Chuber, Mineola, N. Y. details his remarkable results after installing this thrilling scientific invention.

Prove It To Yourself At Our Risk

Nothing speaks louder for a product than a satisfied user . . . and nothing can convince you of DYNOVAC'S amazing results better than to have one for your car. That is why we say use it and prove to yourself the fantastic results obtained by test-scientists, test-drivers, and test laboratories of this amazing invention.

To do this simply enclose the coupon below and try this miracle invention for a full month. If at the end of that time you are not convinced that here is the most amazing invention in all automotive history . . . that it does not deliver every claim made on this page . . . then simply return it, it has cost you nothing, that's how positive we are of the results you will receive. But recent cost factors have pushed up our costs . . . within a short time the price of the DYNOVAC will be increased from $4.95 to at least $5.95 or higher. So before prices rise, order yours today!

WINTHROP-MARTIN INC., DEPT. AMG-7 744 BROAD ST., NEWARK 2, NEW JERSEY

PERFORMS GAS-SAVINGS MIRACLES ON EVERY MAKE OF CAR...AND INSTALLS IN JUST SECONDS

To install your DYNOVAC takes but a few minutes. Simply attach to your engine block at mouth of oil-opening—that's all . . . nothing else. (Easy directions accompany each DYNOVAC; it's so easy that you need not know a single thing about an engine to install this invention, yet you save up to 10 times the price of this amazing invention in just a few months after installing it. See NO RISK TRIAL offer at right.)

Here's the Most Sensational GUARANTEE You Ever Saw

No matter how old your car may be, whether it's a compact, regular car, bus, truck or even a 'taxi'—whether you drive in the city—in stop and go traffic or on high speed turnpikes, you must achieve the most incredible gas savings and overall performance from DYNOVAC or you may return DYNOVAC anytime for a full purchase price refund—no questions asked!

MAIL NO-RISK COUPON TODAY BEFORE PRICE RISE GOES INTO EFFECT

WINTHROP-MARTIN INC., DEPT. AMG-7
744 BROAD ST., NEWARK 2, NEW JERSEY

Please rush me the sensational DYNOVAC immediately! I understand the price is $4.95 for which I enclose cash, check or money order. It is understood that I may return the unit anytime for full purchase price refund if I am not fully satisfied.

MAKE OF CAR ..... YEAR .....

NAME .....

ADDRESS .....

CITY ..... ZONE ..... STATE .....

SPECIAL OFFER: Purchase one for yourself and one for a friend and save even more. Order two DYNOVACS for just $8.95 (a savings of $1.00) same guarantee as above.
Make of Second Car ..... Year .....

☐ C.O.D. orders enclose $1.00 deposit. Same money back guarantee.

IN CANADA: 71 YORK ST., TORONTO, 1, ONT.

I'll Set You Up In a MONEY-MAKING BUSINESS You Can Run from Home!

Everything Furnished FREE!

TOP MEN MAKE $5-$10 AN HOUR!

You Never Invest One Cent!

MAKE BIG MONEY ...THE FIRST HOUR!

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Norfolk & Western Class S1a 0-8-0's 290 (ex-208) and 292 (ex-217) on ready track at Williamson, W. Va., April 21, 1960.
Larry Fellure, 1914 Enslow Ave., Huntington, W. Va.

Seventy-six Years of

ROANOKE-BUILT STEAM POWER

by Lloyd D. Lewis

HISTORY was made at Roanoke that cool September morning in 1884 when leaves on the birch trees and elderberry bushes were beginning to turn red and yellow. A crowd of men had gathered expectantly outside the erecting shop. The massive oak door creaked open and a shout went up, "Here she comes!"

The shop superintendent and his workers moved aside. Out into the bright Virginia sunlight chugged a new locomotive, a Consolidation freight-hauler weighing 55 tons. She was freshly painted, her brasswork gleaming like fire and her cylinder cocks spraying the excited group with steam. A wrought-iron builder's plate bore the words *Roanoke Machine Works No. 1.* Her tender was lettered *Norfolk and Western Railroad* while her cab proclaimed number 117, Class I.

The men yelled approval. Tossing their caps into the air, they grinned widely and slapped one another's backs.

The super was fairly bursting with pride.

"She's a real beauty!" he exclaimed.

"Sure is," agreed Tim Sheehan, a husky young fellow standing beside him. Tim had just applied for a job as apprentice at the Roanoke shops.

Nobody knew it then, of course, but the locomotive heading out for a road test was the first of a long line of 447 great steamers that the Norfolk & Western would build for itself at Roanoke. Completing her had cost a little over $12,000, which was a lot of cash eighty years ago.

In fact, the company had invested considerable money in those shops. It

Norfolk & Western built many great steam locomotives here in its Roanoke Shops.

Photograph by Bryan Beard

A streamlined Class J passenger-hauler is being fitted with wheels at Roanoke.

all began June 19, 1882, when N&W tracks were laid to connect with the Shenandoah Valley Railroad at Big Lick, Virginia, and, officials of the two roads came out of a conference with the firm determination to build repair shops in common for their engines and cars.

Two years later, men and machines had finished the task and the citizens changed the name of their community to Roanoke. The new machine works was the area's first large industry; and the expanding N&W, under the leadership of Frederick J. Kimball, a tall, bearded man with hard gray eyes, soon moved its general offices from Lynchburg to the junction.

Before No. 117 steamed for the first time, the road had been buying power from the Rogers, Baldwin, and Grant works. Much older American types, Moguls, and 0-4-4's performed switching and non-revenue chores. Sawdust was put into their boilers to prevent leaky flues. Link-and-pin couplers were still the custom, and the older woodburners had boilers whose diameters couldn't much outdo a flour barrel.

Eventually, eight more Class I engines followed 117, all patterned after earlier Baldwins. The only deviation, a lone ten-wheeler, probably was built to replace an old 4-4-0 which could no longer crawl up the long slope of Christiansburg Mountain with the "Pokie Flyer."

By November, 1888, the Works had 65 home-made engines to its credit. All good ones, too. The numbers of grimy-faced men who toiled long hours in the gas-lighted foundry and blacksmith and erecting shops grew steadily. Since 1885 they had outshopped two 4-6-0's, three chunky 0-6-0 switchers with large cabs and bobtail tenders, and a batch of fifty Class F Consolidations. The F's were improved editions of similar Baldwins built in 1887; for the most part they went to the Pocahontas coal fields. Road numbers ranged from 7 through 26 and from 158 through 187.

Tim Sheehan was the Roanoke Machine Works' first apprentice. He started while the F's were being built. All day long from his work bench Tim could hear the harsh clang of steam hammers that forged the driving rods and could see other workers assembling the Stephenson link valve gear. The sights and sounds thrilled him. When a job was done, he would walk slowly toward the completed locomotive, smell the fresh black paint, and gaze with awe at the mighty engine in the shadowy erecting shop.

Fantrip on High Bridge, Dry Fork branch, with 2174, Class Y6b, July 11, 1959.
A. L. Julian, 6609 Old Columbia Pike, Annandale, Va.

days Cuba was a redhot issue.) A group of local men, including Tim Sheehan, served in the Spanish-American War as the Roanoke Machine Works Guard.

Long afterward, in the 1940's, many Roanoke shopmen joined the 755th Railway Shop Battalion that fought to keep the engines steaming in strife-torn Europe, but by that time Tim was too old for another war.

MEANWHILE, the Norfolk & Western had found it thrifty to build its own engines. Eighty Class G Consolidations were born from December, 1888, through July, 1893, and these ran everywhere on the system. Many a night the beautiful New River Valley was clouded over with black coal smoke as five G's on a single freight train struggled eastbound up the big grade to Christiansburg.

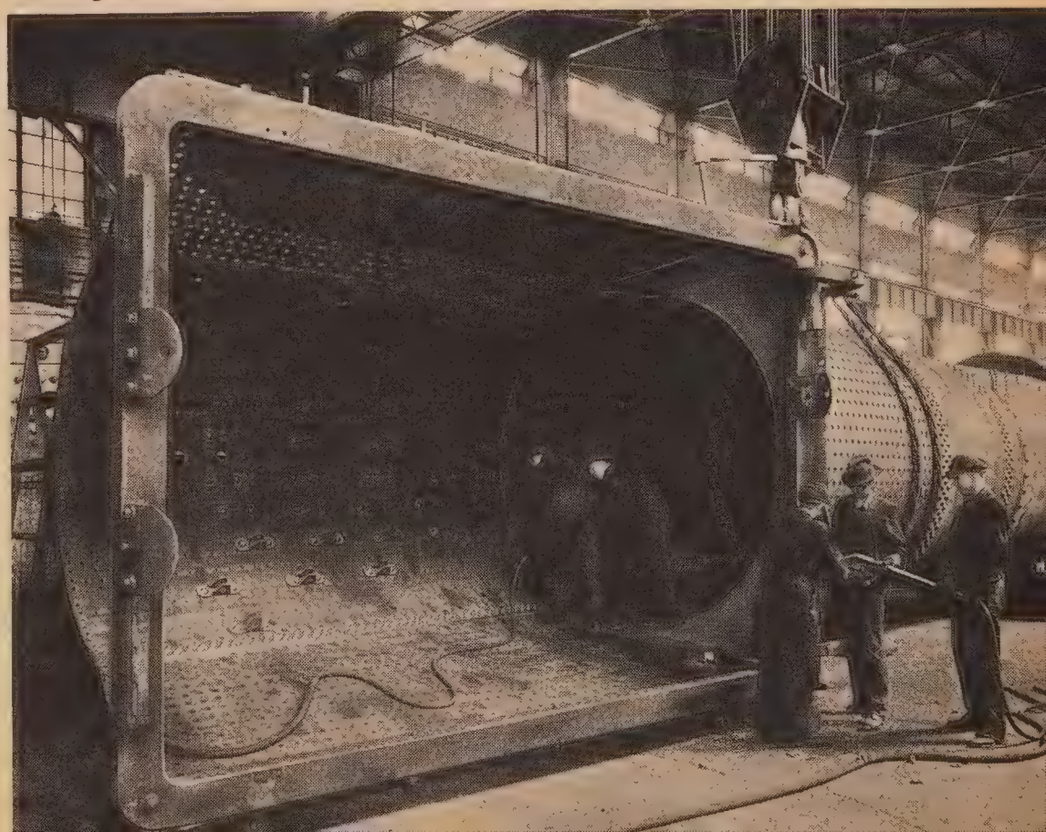
Over in West Virginia, 2-8-0's were combined with the earlier F's for pusher service on Elkhorn Mountain. Maximum haulage for two engines from Northfork up through the new single-track tunnel to Ruth was 600 tons, the weight of thirty 20-ton Tuscan red hoppers with their loads. Plenty of former firemen, now old and white-haired pensioners, remember 20-hour days on the Elkhorn run with coal and water stops sometimes every fifteen minutes!

In late 1893, after the completion of a batch of Class R six-wheel switchers numbered 395 through 400, Roanoke passed the 150-locomotive mark. Workers all over the system—in cabooses, offices, wayside depots, and section

Tim was musically inclined. He joined the twenty or so employes who formed the shopmen's band. Mustached and brightly-costumed young men gave Saturday evening concerts under the stars in mild weather, playing such popular tunes as "Daisy, Daisy" and "In the Good Old Summertime." These affairs not only helped the workers' morale but won favor with the townspeople who attended. Teen-aged fellows wearing long pants for the first time took their bashful girl friends to the concerts. More than one romance budded and blossomed around the "gingerbready" bandstand that stood on Norfolk & Western land.

From that same bandstand also went forth the call to battle. Army recruiting officers urged railroad men to volunteer for military service and avenge the sinking of the battleship *Maine* in Havana harbor. (Yes, even in those

Building a steam locomotive boiler and firebox at Roanoke was a mighty big job.



N&W coal station, Bluefield, W. Va.

Man and machine: Fireman Samuel Noe with 2-8-8-2 No. 2123, Class Y6, at the little Matewan, W. Va., freight house.
Lower photos by Larry Fellure

While waiting for highball in Hagerstown, Md., the fireman of Shenandoah-bound train gazes at old St. Mary's Church and Pennsy-Norfolk & Western union depot.
Dr. Philip R. Hastings

April 21, '60: the engine shown above is being given minor repairs while under steam at Williamson roundhouse.

gangs—were mighty proud of it. Almost without exception the home-made power performed well. But around that time widespread panic gripped the nation. Great financial houses closed their doors, the Pullman strike brought violence, jobs were hard to get, and the heavily-guarded pay-car made infrequent trips. Very little smoke drifted from the tall chimneys of Roanoke, which did not outshop another new engine until the turn of the century.

In 1895 the Norfolk & Western Railroad went broke, but President Kimball managed to reorganize his company the next year as the Norfolk & Western *Railway*. This company absorbed the Shenandoah Valley Line; so the Roanoke Machine Works no longer repaired rolling stock for two separate roads and on January 18, 1897, it was renamed Roanoke Shops.

By 1900 the Shops formed quite a complex. Covering twenty acres in the middle of town, it employed 1800 men, mostly mechanics, and had flowered into one of the largest and most complete plants of its kind in the nation. In 1902 the original blacksmith shop, 72 feet by 350, was expanded. Many small parts for new locomotives were fabricated here and in the foundry, thus reducing the number that had to be bought new.

The boiler-shop machinery and overhead cranes, operated by cotton ropes, were driven by steam from an old locomotive boiler. Each of the deafening steam hammers was so accurate and so

A sight you'll never see again: N&W steam-engine service facilities at Portsmouth, Ohio. (No. 1329 in the foreground.)
Norfolk & Western Railway

David K. Johnson, Box 301, Nashua, N.H.

Rare team: classes A and J locomotives work together to pull a coal drag up Christiansburg Hill in the New River Valley.

The servicing of Class J engines at Roanoke Shops often attracted camera men. No. 602 gets a lubrication job and 606 a shower.

controllable that it could easily have cracked a walnut or flattened a two-foot steel slab.

As the century was ending, superintendent of motive power W. H. Lewis had worries. His railroad sorely needed more power. Business had picked up considerably since the panic and war and he faced the problem of a big extension in West Virginia's coal fields. At times the new mines blasted large chunks of black diamonds faster than the panting Consolidations could haul them away. Tipples dotted the mountain sides and hollows from Williamson to Bluefield. Besides that, early in 1900 the N&W put four new mainline time freights into service. Engines were needed to pull more and heavier trains at higher speed.

ACCORDINGLY, draftsmen worked out plans for a better design of 2-8-0, Class W1, with piston valves and a relatively wide firebox, copied mostly from Baldwins. Fifteen were built in 1900-01. When, in later years, twelve weary old 800's had been taken off mainline runs, the Shops people gave them narrower fireboxes, removed their tenders, and converted them into 0-8-0T's saddle-back shifters, W6 Class.

Then improved W1's, known as W2's and a single W4, came from Roanoke Shops. Only two of this type, 865 and 866, were built in 1902 before Richmond and Eddystone also began producing them. In time, a total of thirteen W2's proudly displayed the Roanoke builder's plate.

"The W's were the best engines we ever had," an oldtime dispatcher recalls. "We tried 'em out first in the mountains and they performed so well that we ordered 'em for the whole railroad." Actually, 275 were built.

The iron horses got heavy-duty repairs at Roanoke but no new ones appeared until April, 1911. Then came the M2c's, numbered 1150-1160, which you might call a new version of the Baldwin M2's of a year earlier. For one thing, the M2 had Walschaert valve gear while the M2c used Baker gear. Their wheel arrangement was 4-8-0, ordinarily a rather rare type but not on the N&W, which owned upwards of 150 Twelve-wheelers. Massive were the "Mollies," but efficient. Four of the eleven racked up 45 years of hauling just about everything from time freight to mixed trains.

Then Roanoke began turning out high wheeled, fast, passenger Pacifics, fifteen in classes E2a and E2b, during 1912-'14. The 500 series were improved E's of the previous decade. Their 70-inch drivers really raced for the hogger who tied down his throttle on the Ohio flatlands.

Things went better after 1915, when N&W completed its switch to electricity over 50 miles of Elkhorn Mountain territory. Grades and the narrow Elkhorn Tunnel were rough on crews and the first Mallets alike, but the Baldwin-Westinghouse motors changed all that. Driving rods and boilers had suffered a setback.

The E's were first-rate passenger engines that even the firemen liked. There just weren't enough to go around, so the motive power people ordered 4-8-2's and called them K1's. The sand domes, applied later, looked cumbersome perched up there behind the stack but they helped the engines to haul heavy passenger and troop trains over, around, and through the hills.

In 1916-'17 Roanoke erected 16 K1's of their own design. Later, Brooks and Baldwin took up the United States Railroad Administration design of 4-8-2's and produced the remaining 100-series varnish-haulers, K2 and K2a, numbered 116 through 137.

In July, 1917, the railroad put in a huge 105-foot turntable at its Bluefield roundhouse. "But why?" some folks asked. They soon found out; the long Class Y engines were coming thick and fast.

Demands of World War I had been too much for the 2-6-6-2's, early 2-8-8-2's, and the five 0-8-8-0's of Class X1. Those old Mallets panted constantly during pusher operations up Dingess Hill in West Virginia and the firemen found them increasingly hard to fire. No longer suited to arduous mainline tasks, the old articulateds were shifted to branch lines.

Roanoke-built Class A jobs, single-expansion articulateds, hauled tonnage or fast freight so well that they were known as "an operating man's dream." We see No. 1203 taking sand and water before going out on a run.
Norfolk & Western Ry.

J. A. Doarnberger, the master boilermaker, studied his problem. No boiler large enough for a Mallet had ever been attempted in Roanoke Shops. But a few months later production began on eleven 16-drivered iron giants. Baldwin came through with twenty more of the N&W-designed Y2a's the year after the war ended. The big compound Mallet was home to stay on this coal road—or so everybody thought at the time.

About forty years ago, upwards of 5000 men were making their living in Roanoke's East End Shops. Wages and conditions were good; but in 1921 only two new engines were turned out, although repair work had reached an all-time high.

Bells, valve gear replacement parts, and bearings took shape in Ed Gaines' efficient 300-man machine shop. The boiler shop, too, was busy. Blow-torches threw showers of sparks into the semi-darkness as driving tires and fireboxes were renewed. The stripped-down locomotives also received new circulators. In 1924 a modern structure 380 feet long was built for the boiler department at the Roanoke Shops.

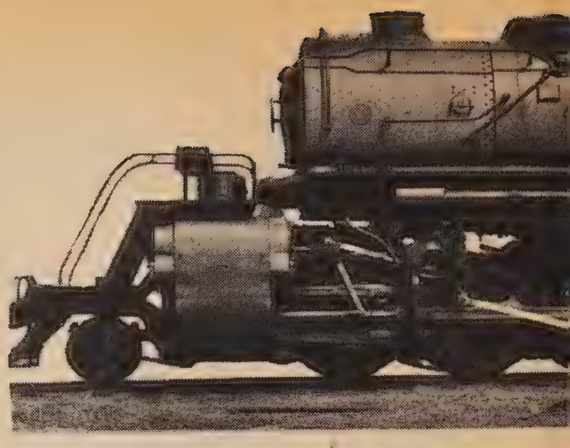
BACK in 1912, as he looked around a Lynchburg wagon works. Mr. Doarnberger had come up with a new idea in railroading: electric welding of safe-ends to locomotive flues. This process prevented many a flue from leaking and dousing the fire. It was much more efficient than the earlier method of "rolling" flues into place. Two years later other N&W boiler workers produced the first completely electrically-welded firebox in the country. A Roanoke shopman invented the Nathan low-water alarm, which was used originally on the K1's. Another N&W "first" was the 1922 production of a large one-piece firebox, developed by J. A. Pilcher, mechanical engineer, and H. W. Coddington, head of the road's research department.

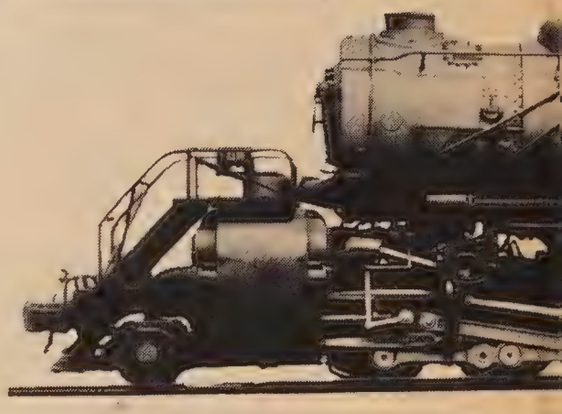
In 1926 expert machinists bolted the Roanoke Shops builder plate to ten more Mountain types, all of them N&W-inproved versions of the Baldwin K2a's. This class of hefty-boilered, fat-stacked K3's was numbered consecutively from 200, a series better known for the Class S1a switchers of a later day. The 4-8-2 fast-freight haulers weighed a ponderous 401,900 pounds. They must have been hard on the rails.

In 1927, after the Richmond Locomotive Works had outshopped ten Y4's, the motive power men asked, "Why can't we build *all* our own engines?" For years the N&W had been following the same procedure, using the plans of commercial builders to supplement its own roster with similar locomotives, or vice versa. There was no good reason why it couldn't design and build its own, at less expense; and so it did. From then until the Steam Age ended, only one new coalburner that wasn't built in Roanoke ran on N&W rails, that one being the turbine-electric "Jawn Henry."

In the early 1930's, twenty Y4a compound Mallets, modeled after Richmond's Y4's and numbered 2090-2109, moved out of the Roanoke erecting shop under 280 pounds boiler pressure. These 2-8-8-2's left a massive impression with the onlooker, from their 39x32-inch low-pressure cylinders to the 22,000 gallon water-bottom tenders. Over two-thirds of all items necessary to build them were manufactured in Roanoke. Many parts were interchangeable with earlier Y's.

But even this wasn't good enough. Just before Pearl Harbor, ten of the giants were rebulit almost entirely with





the application of cast-steel bed frames, roller bearings, mechanical lubrication, and a 20-pound increase in boiler pressure. All were renumbered into the 2100 series, Y5's. But the 2092 never made it. She was blown to bits in 1937 when her pony truck jerked the engine and 45 cars off the bridge at Maybeury, West Virginia, deep in the coal fields.

In the mid-'30's, with 264 superb locomotives to its credit, Roanoke went on an efficiency binge. The usurping diesels had begun to look like big business, but for a long time N&W wanted no part of them. True to the coal companies which had played a major role in its construction, the railroad stuck to steam.

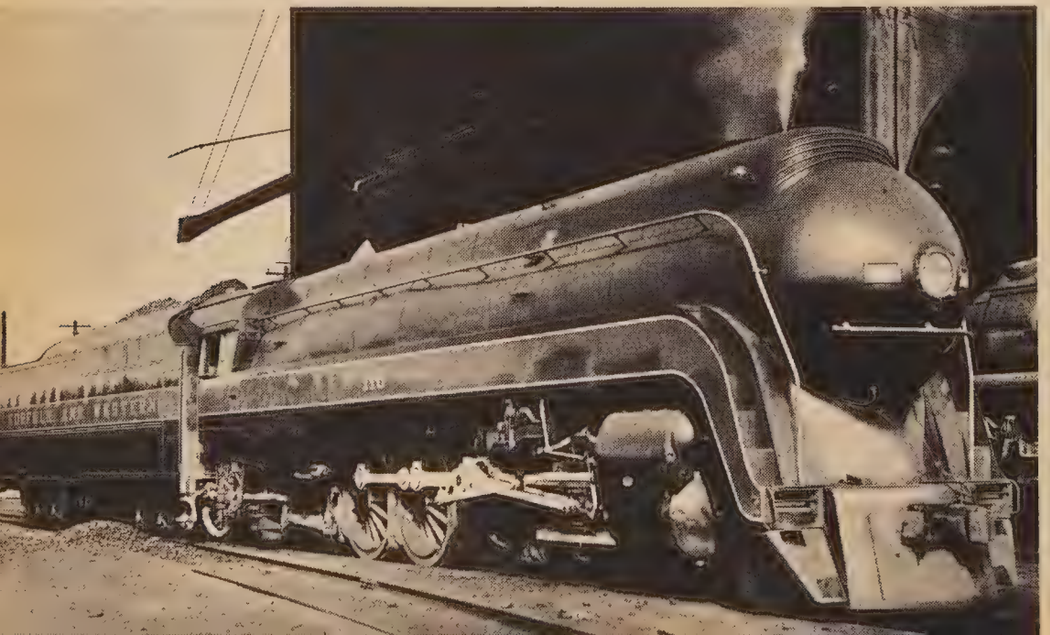
"We were their customers; they were ours," says G. P. McGavock, the road's retired mechanical engineer.

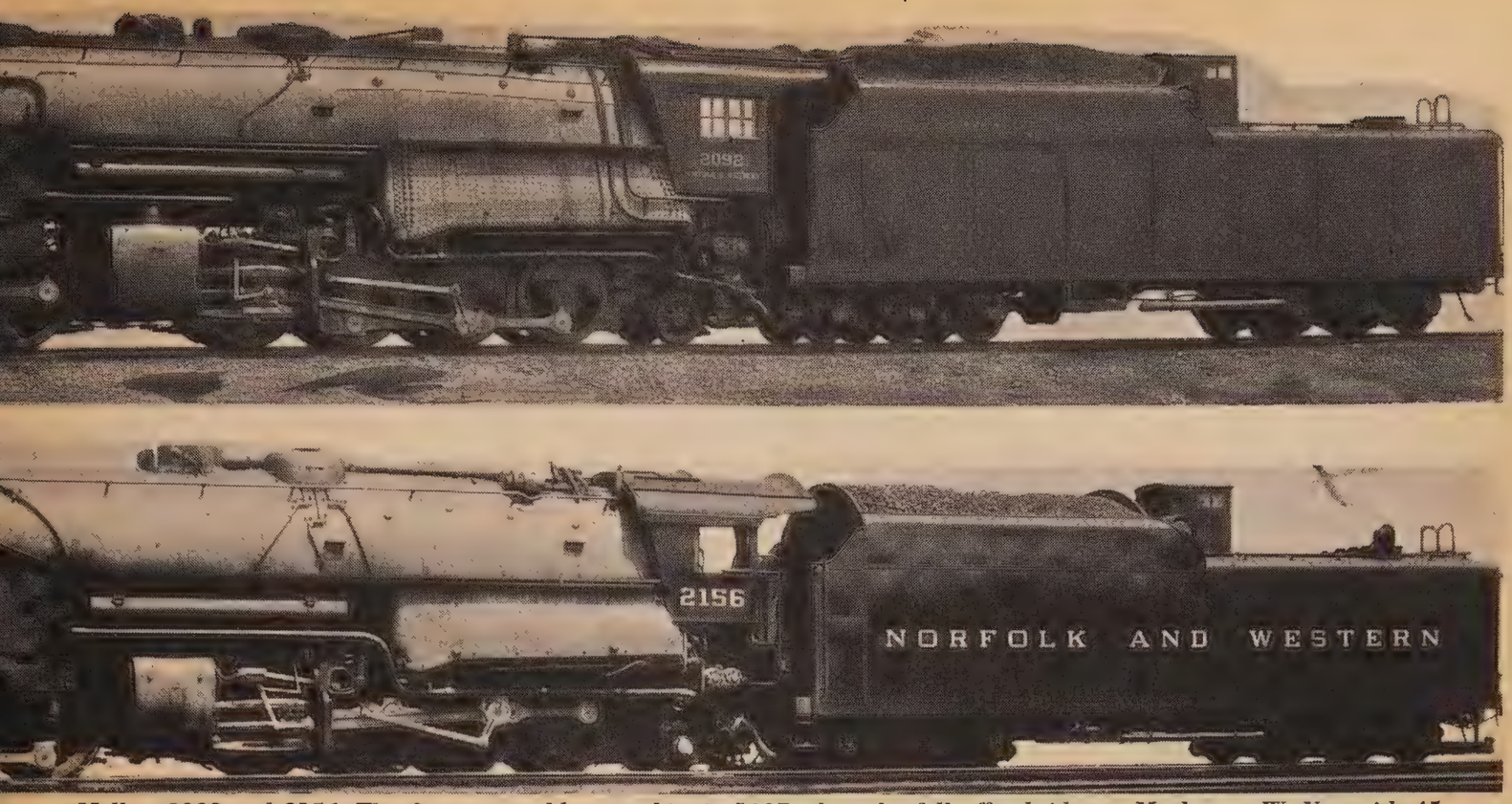
In line with this policy, the Shops were commissioned to develop the best steam power obtainable. The N&W iron horse was nearing its brightest, and final, hour.

Mechanical engineer J. A. Pilcher was happy. He and the general superintendent of motive power planned a new single-expansion articulated, Class A. Here was a locomotive to haul coal over the Blue Ridge Mountains, pull time freights across the Ohio River, or scoot on by at 70 per beyond Lynchburg. Mr. Pilcher and his staff worked long hours adding the vital details which made the A what it was, "an operating man's dream."

Don Wood, 3 Ned Drive, Matawan, N.J. 07747

Sleek Mountain type, just off *The Cavalier*, is coaled on Roanoke service track.





Mallets 2092 and 2156. The former was blown to bits in 1937 when she fell off a bridge at Maybeury, W. Va., with 45 cars.

Some 238 points on the 6300-horsepower engines got mechanical lubrication. Roller bearings seemed to be everywhere. Above all, the high-capacity boiler used steam produced by coal. Here was such a thorough exploitation of the rare wheel arrangement that the forty-three new 1200's measured seven feet longer than the later Y6 2-8-8-2's! On the Norfolk & Western, "A" meant Achievement as well as 2-6-6-4.

As the A's began to get tonnage drags rolling through Ohio, the first breed of Y6's were shaping up in Roanoke. In April, 1952, when the 2200 rolled onto the mainline, 81 of the colossal engines, which had about the same extras as the A's, were on the roster. At $250,000 for each Y6b, that was quite an investment.

THE COMING of another war demanded larger power for troop and passenger trains. After some thought, Roanoke's veteran builders came out with a beautifully streamlined Northern whose looks belied her workhorse role. Capable of running far more than their average of 15,000 miles a month, the amazing J's were backed by 5000 hp., mechanical lubrication, and roller bearings on all wheels.

N&W's war record left nothing to be desired. The Roanoke men built new engines and overhauled many more for other railroads as well as their own.

H. Reid, 8549 Wayland St., Norfolk, Va.

Seven years ago at Suffolk, Va.: the 1212 (2-6-6-4) with billowing smoke plume.

After World War II they streamlined six war-built J's and to Brooks' and Baldwin's Mountain types. Numbers 604 and 605 received their grooming just in time to pull the first Norfolk-Cincinnati runs of a new train, *The Powhatan Arrow*.

President R. H. Smith, an avowed friend of steam, didn't care how many other roads dieselized. He demanded top operation from coalburners and kept right on building them. On the average, both A's and J's turned in better performances than their diesel counterparts.

However, no machine is perfect. The head-end crew of Extra 2156 West found this out in 1950 when the stoker broke down as they pounded up the east side of Bluefield Mountain. It was a whale of a job, hand-firing that behemoth for eight miles.

Elkhorn Mountain having been tamed that year by a new 7000-foot tunnel, steam again headed the long drags eastward. By now, though, the ancient M and Consolidation switchers required more frequent shopping. Furthermore, Chesapeake & Ohio had thrown a whole fleet of diesel-displaced 0-8-0's on the market. So in March, 1950, N&W went shopping. Picking out thirty two-year-olds, it put them to work.

That wasn't all. The motive power men began to notice how efficient the S1's were. Real easy on coal, they seemed powerful for their size. So the blueprints were obtained from Baldwin and in a year similar home-made Sla's began steaming from Roanoke Shops at the rate of two a month.

In the early '50's, when "Jawn Henry" had flunked its test, the company looked warily at a diesel or two. But not many, because a four-unit EMD cost $900,000 whereas a big, squat-drivered Y could be practically scratch-built for $250,000. That saving of $24 a day couldn't justify the change from local coal to oil. Finally, however, the supply of essential parts that had to be bought, such as headlights and generators, simply ceased to exist. This was the straw that broke the camel's back.

The last A and J were built in 1950, and the final Y6b, the proud 2200, two years later. On a bitter cold afternoon in December, 1953, a little 0-8-0, Sla number 244, chuffed smoothly out to the turntable. A few silent employes came to watch her. This engine, the last full-size steamer completed in the United States, clanked up the mainline toward Shaffer's Crossing in the gathering dusk to begin her five-year life.

Meanwhile, N&W steam was still receiving the best of care. Each engine was taken down fully once a year in the old erecting shop. But as time passed the Shops were changed and the men retrained for different jobs. "Old Bet," the huge steam hammer, clanked out side sheets for hopper cars, the new product of Roanoke, while the blacksmith shop produced steps and grab-irons instead of driving rods, and the boiler shop closed down. Even so, N&W was still true to coal.

Dry Branch, Va., in steam days. Don't you wish you could take such pix today?
Norfolk & Western Railway

ALMOST overnight, this road had become the national steam champion. Y6's and A's gained fame as Blue Ridge pushers, J's were all over the system, and M's tugged the Abingdon branch mixed train up to White Top daily except Sunday. Of course, a 4-8-0 couldn't furnish steam heat but, with a pot-belly stove back in the coach, who needed steam heat, anyhow?

On July 16, 1958, the Norfolk & Western began leasing diesels temporarily, four 2250-horsepower units from the Richmond, Fredericksburg & Potomac and eight 2000-hp. units from the Atlantic Coast Line, to replace J's.

There was little surprise but much sadness among the old employees and steam supporters in general when the management announced six days later that it had ordered 268 new diesel locomotives, costing $50 million, to be built by the Electro-Motive Division of General Motors and by Alco Products, Inc., and that the system would be completely dieselized in 1960.

The order comprised 192 EMD 1750-hp. units, Class GP-9, sixteen equipped for passenger service; forty Alco T-6 switchers of 1000 hp. each, and thirty-six Alco RS-11 road switchers, 1800 hp., deliveries to start in October, 1958. But steam hung on.

No. 124, a streamlined K2 pictured at a wayside station in Virginia, is one of many N&W steamers that Roanoke did *not* build. Brooks outshopped her in 1919.

March '59: No. 1206 (2-6-6-4) is wheeling black diamonds through Wilson, Va.
Action shot by H. Reid

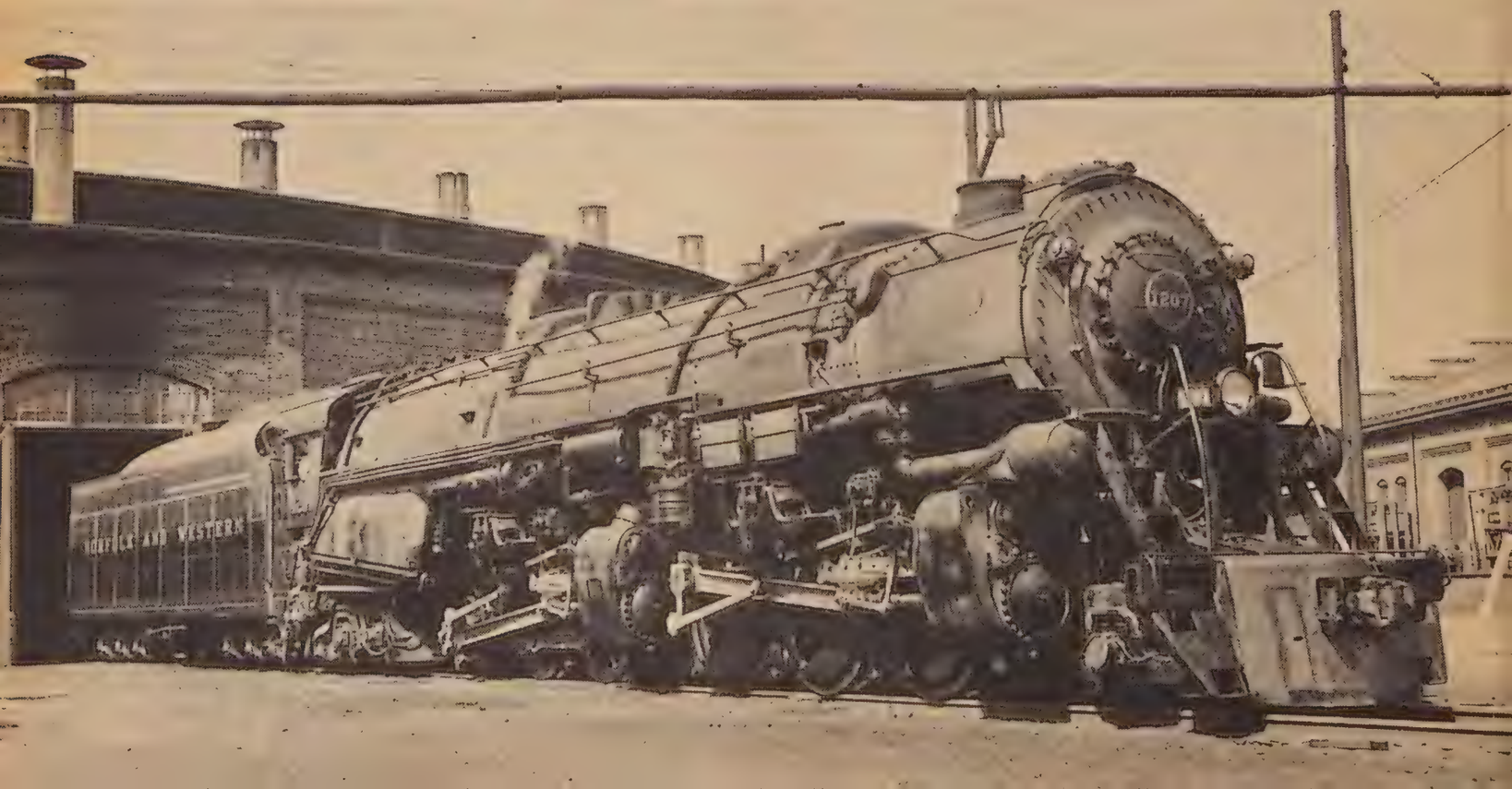
Photograph by Bryan Beard
Norfolk & Western coalburners were lined up in West End Yards for this unusual night shot. Scene had special lighting and was planned several days in advance.

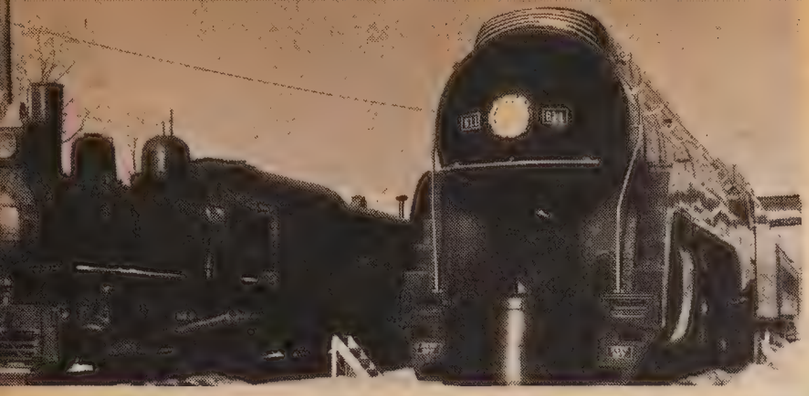
Many years before Norfolk & Western absorbed the Virginian it operated one of its crack limiteds, *The Cavalier*, over VGN tracks from Gilbert, W. Va., to Matoaka, W. Va., because a freight wreck at Wharncliffe had tied up the N&W. We see *The Cavalier* (with a VGN pilot-engineer and conductor in addition to its own crew) crossing the high trestle at Herndon, W. Va.

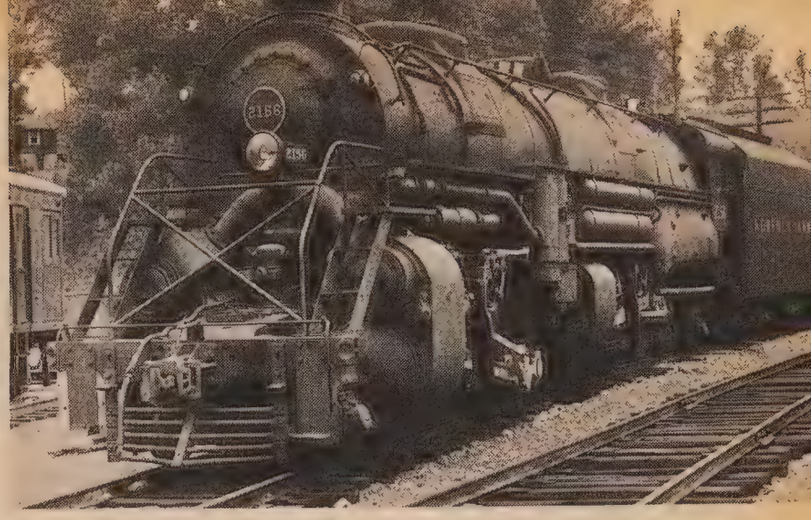
H. W. Pontin, Rail Photo Service, 93 Massachusetts Ave., Boston, Mass.

Photograph by H. Reid

Roanoke, 1948: a Class A (2-6-6-4). Three A's are used today in stand-by industrial service at South Charleston, W. Va.







N&W steamers on permanent display: (above) Nos. 6, 2-8-0, and 611, only extant J 4-8-4, at Roanoke Transportation Museum and (right) Mallet No. 2156, compound and articulated, at National Museum of Transport, St. Louis, Mo.

Roanoke no longer builds locomotives but makes equipment such as this 95-ton coal hopper, one of a lot of 1500 completed at rate of 80 cars a week.
Norfolk & Western Railway

Little boys in and around Bluefield really whooped it up when they saw a 600 steamer instead of a leased Atlantic Coast Line diesel, the color of polkberry juice, coupled to a head end. To watch a hogger pull back his throttle and charge down the mountain for Roanoke was a sight to remember.

But for steam the sand was fast running through the hour glass. Diesels by the dozen arrived from Alco and General Motors. The Geeps and RS-11's hit outlying districts first and finally invaded Roanoke. The head-on picture of a 600 was removed from passenger timetables. The J's were cut into pieces and fed to blast furnaces.

Steam freight runs dwindled. Deep in the winter of 1959 you could still have heard a lone Y6 shifting the mine at Arista, her mighty exhaust echoing through the hollows of Herndon Mountain. Other than this, Grundy, Iaeger, and Williamson were the only places on the entire system where acrid coal smoke and the sound of a wailing whistle still filled the air.

Early in 1960, several Sla's did Williamson yard chores while eight Y's made mine runs and headed the local from there. Diesels halted this last steam operation after the 2191 had trundled the Second Pigeon Creek shifter west as far as Kermit on May 6th.

That afternoon, Engineer J. E. Richardson sadly pulled himself into the cab of little 291, standing hot on the ready track. He was thinking of what the roundhouse foreman had said, "Today the railroad says goodbye to steam."

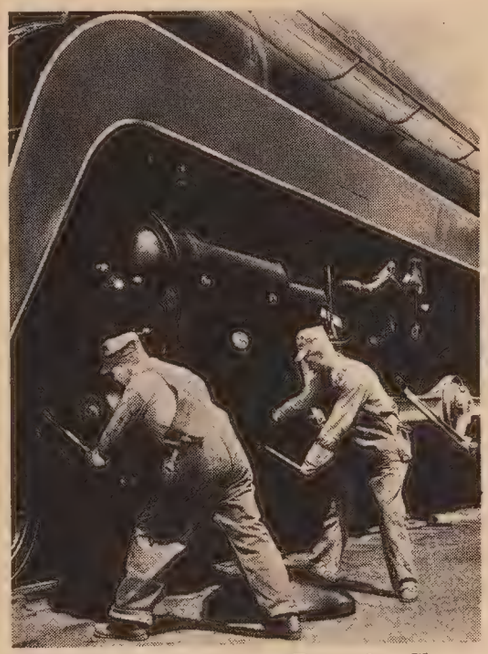
But that wasn't exactly right. By the time the final yard switching was done and Richardson and his crew had gone home, it was just past midnight. The 2191 was already cold on a storage track when the hostler nudged the 0-8-0 up behind her. A few minutes later, in the still, dark morning of May 7, 1960, he killed the fire. Steam was dead!

Since then the N&W has donated its G 6 and famous J 611 to Roanoke's transportation museum in Wasena Park, G 7 to Bluefield City Park, M 433 to Abingdon, Virginia, and Y6a 2156 to a museum in St. Louis.

Pacific number 578, Class E, sometimes pulls a passenger train at the Ohio Railway Museum in Worthington, while ex-N&W G 11, which last ran in 1960, is awaiting display at the Olin-Mathieson plant in Saltville, Virginia. The Virginia Iron & Metal Co. of Roanoke owns M 475, which is nearly serviceable; also M2's 1118 and 1134, W2 917, and the N&W-built M2c 1151, all unserviceable.

One more locality which still has Norfolk & Western steam locomotives is Blaine Island in the middle of the Kanawha River at South Charleston, West Virginia. There the last three A's numbered 1202, 1208, and 1230, are giving stand-by steam service to a Union Carbide plant. No visitors are allowed.

Only a few relics are left, but nothing can ever wipe out the glory of those seventy-six years of Roanoke-built steam power. •



Checking a Class J at Roanoke Shops.
Norfolk & Western Railway

Pusher service on Christiansburg Hill.
David K. Johnson

The One-Armed Hogger

True Tale by "Frog" Smith

BACK in the days of steam and Morse, you could tell if a man rode an engine cab by looking at his throat. The sign of his calling was a blue or red bandanna, knotted firmly as protection against red-hot cinders falling into his wind-blown collar to slide downward and scorch his nether regions. If he wore a bandanna he didn't have to be a perfect physical specimen to rate with the idolizing small boys or the ladies of easy virtue who hung around the terminals after dark and plied their trade.

Such a hogger was Matt Peeples, who worked out of Tifton, Georgia. A gnarled runt with his right arm off at the shoulder, Matt smoked a corncob pipe ranker than the stack of his 4-4-0, drank his old Crow straight, and excelled a lot of fellows in making the grade with his train or a woman.

Many woodburners of long ago had no brakes except a hand-wheel on the tender, and braking a train called for reversing and "plugging" the cylinders with live steam. That was a tricky job. All the eight-wheelers I knew in those days had slide rules but no relief valve on their square steam chests. It was a good show to watch old One-Arm horse his Johnson bar over and catch the throttle before it could fly wide open and break his nose.

When questioned about his missing arm, Matt would grin and say vaguely that he'd lost it in a train wreck in the bayou country. But I heard different. I heard that some country girl's old man had amputated it with a shotgun. One thing sure: Matt could put a teakettle over the flimsy tracks in a manner fit to turn a master mechanic's hair gray.

At that time there weren't many steel rails in this country except on main lines, while logging pikes used relatively soft iron joined together by fishplates instead of heavy angle-bars. Lightly joined, the puny rails occasionally kinked up or sidewise near the ends to form "snakeheads." Much feared by trainmen, these obstacles were a pain in the backside to the track gang which had to cover their run with a pole-car, meaning a push-car shoved ahead by long poles somewhat like an Indian propels his dugout canoe. Such travel was tough labor, but gandy dancers on a pole-car could make surprisingly good time.

Back in 1893 when my father had a machinst job with the H. H. Tift Lumber Company at Tifton, that company was still pulling its work train with a prehistoric locomotive having arched cab windows and round iron spikes in her driving wheels. I refer to the One-spot. It was a mystery how that sorry woodburner dragged her haystack boiler up and down the steep red hills of Georgia. Dad could never understand how such a contraption beat the law of gravity by staying upright and out from under her train.

But I mention the One-spot only in passing. The single-armed hogger usually pulled the carloads of logs with Number 2, also a eight-wheeler.

Matt seldom used but two of the notches on his throttle quadrant: wide open and closed. He found it hard to keep a tallowpot (fireman). Sometimes a new man would quit after making a single rough trip, fighting the steam gage with slabs of green wood and being thrown about in the cab, knowing all the while that the engine had no brake and neither had any of the heavily-laden cars reeling in the dust behind her. Yeah, the old man was tough.

"Meet my daughter," says the old farmer. "She wants to go to town in your engine cab."

ONE DAY when Matt needed a tallowpot, a big hefty bruiser named Joe Golden dropped off a passenger train of the Brunswick & Western (now Atlantic Coast Line). Dressed in natty blue serge, a stiff straw hat with a fancy band, and high buttoned shoes, Joe looked more like a dude than a "rail" seeking a job. Glancing at his getup, the first man he met smirked and pointed out the superintendent.

The brass collar asked politely, "Can you fire a locomotive?"

"Hell, yes" said Joe, without removing the five-cent cigar butt from the corner of his mouth.

The super jerked a thumb at the barrel-stacked 4-4-0 beside the unloading ways. "Go talk to the engineer!"

His gaze followed the newcomer's broad shoulders and he grinned through his walrus mustache. "At least he's big enough," he told my father. "What do you think, Dick?"

"Right," Dad agreed,, "and long-legged enough to outrun Matt if necessary."

"I hope he sticks. But he looks like a prize fighter down on his luck."

When Joe Golden stuck his head into the engine cab, expecting to see a brawny hogger, he got the surprise of his life. There was a wiry little man curled up on the right seatbox and snuggled deep in the folds of a bright blue bandanna. The only part of Matt that showed life was a pair of piercing black eyes. He kicked the injector handle forward and removed his cob pipe with his one hand.

"Hi, pardner! Whadaya want?"

"I want a job." But as he said it, Joe's spirits fell. Judging the runner by his appearance, the dude mentally counted the extra chores he's have to do with his own two hands. Jobs like handling the reverse lever and screwing down the rod cups. With the best face he could muster, he added, "The superintendant sent me."

"So I saw. Can ya fire this engine?"

"With one hand tied behind me," Joe boasted, without thinking. "I'm just off the Tifton, Thomasville & Gulf."

Matt nodded, glacing at his big size 18 railroad watch. "We leave for the afternoon run around one. That'll give ya time to find a boardin' place and a square meal. Better go heavy on the beans and biscuits. Ya'll need 'em."

To the new man just off the TT&G (now part of the Atlanta, Birmingham & Coast) the odd-looking 4-4-0 was a joke and hoped he'd never be asked to fire her, Right now he was in no mood to fire anything. He felt faint from loss of sleep, having stayed up all of the night before playing poker and soaking up red-eye. But he took the job, hoping to "get by" without getting into trouble.

Backing the long but light string of bastard logging trucks into the deep forest was easy. A moderate fire kept the needle at 125 and the hogger seemed to be a carefree companion. But the trip back, with twice the eight-wheeler's rated tonnage, over hills that kept the water shifting from one end of the boiler to the other was an experience that Joe Golden would remember for the rest of his life.

As car after car was loaded with eighty-foot yellow pine logs and the train moved ahead for the next, Joe built up his fire for the run home, figuring that maybe a couple of light fires and a little bracing in the corners would take the train in.

"Better git yerself a bandanna," Matt advised as he slammed the fire-door, "and throw that straw hat away afore it burns up."

Joe grinned without answering. He thought he knew what he was doing.

FARMERS along the line occasionally rode the log train, for which they gave the crew such gifts as vegetables, a watermelon, or a chicken. Often as not they'd send along a bag of potatoes of turnips for delivery to the company store. But on Joe Golden's trip that day the routine varied. A grizzled old farmer handed Matt a paper bag with a broad wink and introduced his daughter, a gal in her late teens, whom he said was going to Tifton for the week-end and would like to ride in the engine cab.

A saucy redhead with green eyes and the slinky, sure-footedness of a cat, she planted her plump little rear end on Matt's seatbox as though it were an everyday occurrence. Making herself comfortable while he oiled around, she hummed a few bars of *Alabama Red, Honey, Don't Go!* This was a Southern balled about a real person, a philanderer who'd been killed while riding an excursion train on the old Georgia & Florida line.

Joe blinked. He still felt rotten, but the sudden appearance a sensuous-looking female in the cab aroused his predatory instincts.

"I knew Alabama Red in person," he said by way of opening a conversation. "Did you?"

"I did not," she answered, watching the one-armed hogger stretch to reach the eccentric oil cups on his engine.

The big fellow tried again "You're real pretty, you know. Some day, when we know each other better, how about bringing me a drink from your daddy's moonshine still?"

"But I don't want to know you better," she said, "and besides, Daddy doesn't have a still."

Joe looked pointedly at the neck of a bottle sticking up from the paper bag, and the girl flushed. At that moment Matt climbed into the gangway.

The new tallowpot did not realize how little he knew about railroading until two minutes after One-Arm had whistled off. Then his eyes bugged. He saw the reverse lever stay all the way down and the throttle wide open while his carefully-built fire shot from the stack in chunks the size of golf balls, and thought angrily, *Why in hell didn't he hook her up a little?*

But his irritation soon vanished. Dropping into the deck to check his fire, he found on a level with his nose a pair of dimpled knees and well-rounded legs thinly covered by a wind-flattened gingham dress. His gaze roamed upward to note the slender waist and bulging breasts. Emotionally upset, he missed the glowing fire-door with a slab.

Matt chuckled and took the bottle out of the paper bag. Shortly afterward he guffawed loudly when a red-hot coal plopped into the open collar of the dude's shirt. In a scramble to get rid of the glowing coal, Joe collided with the tank leg, and his straw hat took wings.

The hogger shouted above the clank of worn side-rods and driving-box wedges: "Give her a shot of taller! Git yerself out on front and I'll shut off while ya oil the valves."

Joe groaned. Having come from a mainline railroad, he had not thought of that dangerous chore. He knew, of course, that pistons and rings had to be oiled, but the few engines he'd fired had all been equipped with shiny brass hydrostatic lubricators. Even so, Joe was not a man to back down. With the pot of hot melted tallow in one hand and gripping the hand-rail with the other, he gingerly made his way along the running board to the left steam chest. There he filled the cup.

A moment later Matt shut off and the fireman opened the petcock below the cup. It emptied in a flash, and air whistled through the neck. Then, closing the valve, Joe crossed over to the right side and repeated the chore. No

sooner had he closed the petcock between the cup and steam chest than the One-spot surged ahead again.

Of all the damn fools, the fireman thought, *working steam down a hill like this one!*

With some trepidation he recrossed the jolting pilot-beam and returned to the cab to find his steam dropping.

"Git 'er hot!" One-Arm yelled above the roar of the exhaust. "I need steam on these yere hills."

AS HE reached for the fire-door again, Joe remembered how the close proximity to female legs had tantalyzed him and he didn't want to be "hot and bothered" again while working in an engine cab. So he asked the farmer's daughter to move over into his seat, which he said would be safer for her.

"No thank you," she said archly. "I'm fine just where I am."

By this time Matt had emptied the bottle her father had given him and was roaring drunk. Resenting Joe's interest in the redhead, he put on full speed. The little eight-wheeler rocked and swayed perilously over the thin rails and shallow roadbed but somehow clung to the iron.

Joe opened the hot fire-door to see his previous fire going through the tubes and it drove him wild. For a moment he debated with himself whether to try to fire that engine all the way in with a tipsy hogger beating her stack off up hill and down or let her die and take to the woods. But duty and a half-smile from the girl won out. Joe furiously heaved slabs into the firebox. Now and then he stole a glance at the farmer's daughter.

While he was oiling the valves a second time, One-Arm opened up before the petcock was closed and this gave Joe a painful facial of melted tallow. "Damn you!" the big fellow muttered. He tossed his tallowpot into a ditch and went back to resume firing. Once more he missed the fire-door. This time he barked the girl's shin but she said nothing.

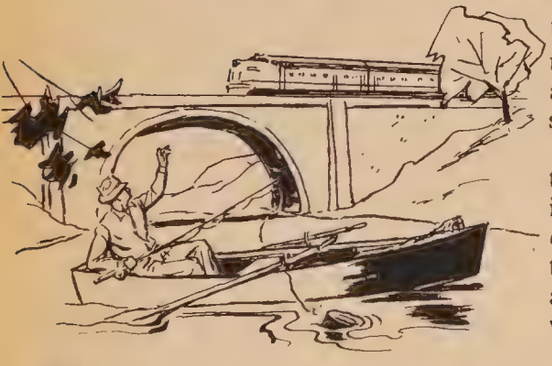
When at last the train rolled into the mill yard, Joe Golden felt rather than saw Matt shut off and reach for his injector. The tall smokestacks at the mill seemed to bow down to meet him. Half falling into the gangway, the beaten and exhausted dude felt a dense cloud envelop him as he quickly passed out.

Gradually he came to. He felt a trickle of cool water and looked up into the sympathetic green eyes of the girl, who had borrowed a blue bandanna to bathe his blistered face. And that was the end of Joe Golden's first and last trip on the Tift lumber line. He left town the next day and the redhead with him.

I don't know how many years the mummy-like Matt Peoples worked for the Tift brothers, Henry and Nelson, but he and the eight-wheeler were finally retired together. The brothers planned to establish a museum to exhibit the ancient One-spot and a lot of other logging railroadiana, possibly including old One-Arm's blue bandanna, but they never did. They kept putting it off. Then one day the Grim Reaper came along and that was the end. The One-spot went the way of countless other iron horses of yesteryear.

Around 1928, when I was a hogger pulling log trains myself, Joe Golden died in the Florida backwoods. I believe he'd married the girl and left her a widow, but I can't say for sure. ●

"THE COUNTRY NEEDS FEATHERBEDDING"



WRITING in *The Saturday Evening Post* under the title "The Country Needs Featherbedding," A. H. Rankin of *The New York Times* editorial board points out that featherbedding—"the loading of payrolls with men who do no useful work"—is not confined to labor but permeates all levels of business and industry from the executive suite on down.

Rankin challenges the oft-repeated charge that "featherbedding is killing the country."

"The surest way to kill the country," he says, "would be to enforce a law abolishing all featherbedding at once. The result would be a depression worse than any since the '30's—and perhaps a revolution by millions of men and women cast on the industrial junkpile with no hope of ever working again.

"We need featherbedding in the United States, and we will keep on needing it until we do something real about solving our No. 1 problem of social neglect—unemployment . . .

"I'm not saying that I don't think there is a lot of useless labor frozen into our industrial structure. Just the opposite. There is so much that it would turn our unemployment problem from a running sore into a fatal infection if we rooted it out overnight."

He agrees that "featherbedding ought to go when, if ever, we have enough jobs to provide useful, full-time employment for every American who wants it."

Referring to the huge "loss in goods and services from failure to make full use of our manpower and other economic resources", he concludes: "Until we can make a real dent in that loss, we ought not increase it by consigning hundreds of thousands or more workers to America's wastebasket."

A similar position is taken by the Very Rev. Charles O. Rice in another publication, *U.S. Catholic.* That article cites a message from the late Pope John XXIII "in which he noted that it was unjust to expect the workers to bear all the burden of automation. If what is called featherbedding is completely eliminated and workers are displaced by machines wherever possible, then the workers will be bearing all the burden and the industries getting all the profits."

The author continues: "We have not been coming to grips with the social problem posed by automation. Some are complacent because they are well off, others so puzzled and frightened that they are unable to move or suggest movement. We need to have the drastic nature of the problem rubbed into our consciousness for our own sake as a nation and a people. We cannot afford to drift.

"That is why the railroad firemen are doing us all a favor by their stubborn attitude. They are trying to force us to think and to change. They are not calmly accepting an economic sentence of death." ●

INFORMATION BOOTH

ASK BARBARA: Railroad questions are answered here by our research expert—as many as space permits. Top priority is given to subjects of general interest. Address Miss Barbara Kreimer, *Railroad Magazine*, 205 E. 42nd Street, New York, N. Y. 10017. No replies are sent by mail.

How many narrow-gage lines are subject to ICC regulation?

Only two, part of the Denver & Rio Grande Western in Colorado and the Pacific & Arctic Railway & Navigation Co. in Alaska.

Were railroad telegraphers or station agents ever required to wear uniforms while on duty in U.S. or Canada?

Not that we know of, except on roads operated by military personnel; but, until shortly after the turn of the century, some station agents had to wear uniform peaked caps.

Latest edition of Directory of Railway Officials & Year Book *lists Canadian Locomotive Co. as still building steam locomotives. Is that true? If so, which types and for which roads?*

To put it more accurately, the *Directory* lists CL as dealing in steam power. Although the company hasn't produced a steamer since 1955, it does supply replacement parts, even today, for steam locomotives built by H. K. Porter and Davenport. Its main business for the past nine years has been building diesel-electric and diesel-hydraulic locos for domestic and export markets.

List all Chesapeake & Ohio engines on permanent display.

Casey Jones's grave at Jackson, Tenn., was decorated last March 14, the 100th anniversary of his birth, by his son (right), Charles B. Jones, Sr., a retired Illinois Central pipefitter, and grandson, Charles, Jr., IC machinist. The monument was erected by Lucius Beebe and Charles M. Clegg after they had read in *Railroad Avenue*, a book by Freeman Hubbard, "The grave is unmarked except by a small wooden cross." Actually, the old cross was weather-blackened and falling over. Before writing the book, Hubbard visited Jackson and met Casey's widow, son, daughter, and grandchildren, and at Memphis his aged fireman, Sim Webb.
Illinois Central Railroad

The C&O has given retired steamers, most of them nearly new, to 16 cities in 8 states, as follows:

2-8-4 No. 2789, built 1947, City Park, Peru, Indiana.
2-8-4 No. 2716, built 1944, Kentucky Railroad Museum, Louisville, Kentucky.
2-6-6-6 No. 1601, built 1941, Henry Ford Museum and Greenfield Village, Dearborn, Michigan.
2-8-2 Berkshire No. 1223, built 1924, State Fairgrounds, Detroit, Michigan.
2-8-4 No. 1225, built 1941, Michigan State University, East Lansing, Michigan.
2-8-4 No. 2727, built 1944, National Museum of Transport, St. Louis, Missouri.
2-8-4 No. 2707, built 1943, Brookside Park, Cleveland, Ohio.
2-8-4 No. 2776, built 1947, Community Park, Washington Court House, Ohio.
2-8-4 No. 2700, built 1943, Coonskin County Park, Charleston, Virginia.
2-8-0 No. 701, built 1911, Playground, Covington, Kentucky.
2-8-4 No. 2760, built 1947, Transportation Museum, Lynchburg, Virginia.
2-8-4 No. 2756, built 1947, Huntington Park, Newport News, Virginia.
K-4 Kanawha No. 2732, built 1944, Parker Field Playground, Richmond, Virginia.
2-6-6-2 No. 1308, built 1949, Transportation Museum, Huntington, West Virginia.
2-8-4 No. 2755, built 1943, Public Park, Logan, West Virginia.
2-8-4 No. 2736, built 1943, National Railroad Museum, Green Bay, Wisconsin.

What is an entrance-exit interlocking system?

John P. Spikes, a B&O chief dispatcher, replies: "The question is not clear. An interlocking system is simply a set of switches, switch locks, and derails, operated from a tower. Within

The first automatic lifting device ever used for side-loading truck trailers and containers in railroad piggyback service is being operated at the Kearney, N.J., yards of the Pennsylvania Railroad. Its four hydraulically-controlled arms with giant steel fingers grasp the sides of the trailer or container, lift the heavy load, and then side-load or unload it from or onto a railroad flatcar or tractor.
Pullman-Standard and Trailmobile, Inc.

"Who can identify this wreck?" asks Wesley N. Stead, Box 592, Effingham, Illinois. "I received the old photograph about five years ago from a Kansas lady who answered an ad of mine in the *Switch List*. She could give no details but thought it was taken in Kansas. Studying the original, I made out the engine number, 1321, and the words 'Santa Fe.' Maybe some reader can supply the missing information."

the interlocking system's limits, all trains are governed by signals, which the tower also operates. In a sense, all interlocking is entrance-exit, because an engine or a train goes through the limits—*i.e.*, it enters and exits."

(a) Is the Long Island's Cannon Ball *still the only all-parlorcar train in North America, as Freeman Hubbard's article in your Feb. '63 issue stated? (b) When does its 1964 season begin and end?*

(a) Yes, indeed. (b) Probably May 22, Oct. 23. Get details by writing to LIRR Passenger Dept., Jamaica, N.Y., station, for a copy of the parlorcar timetable. The *Cannon Ball* operates every day during the season, but not every run has an all-parlorcar consist.

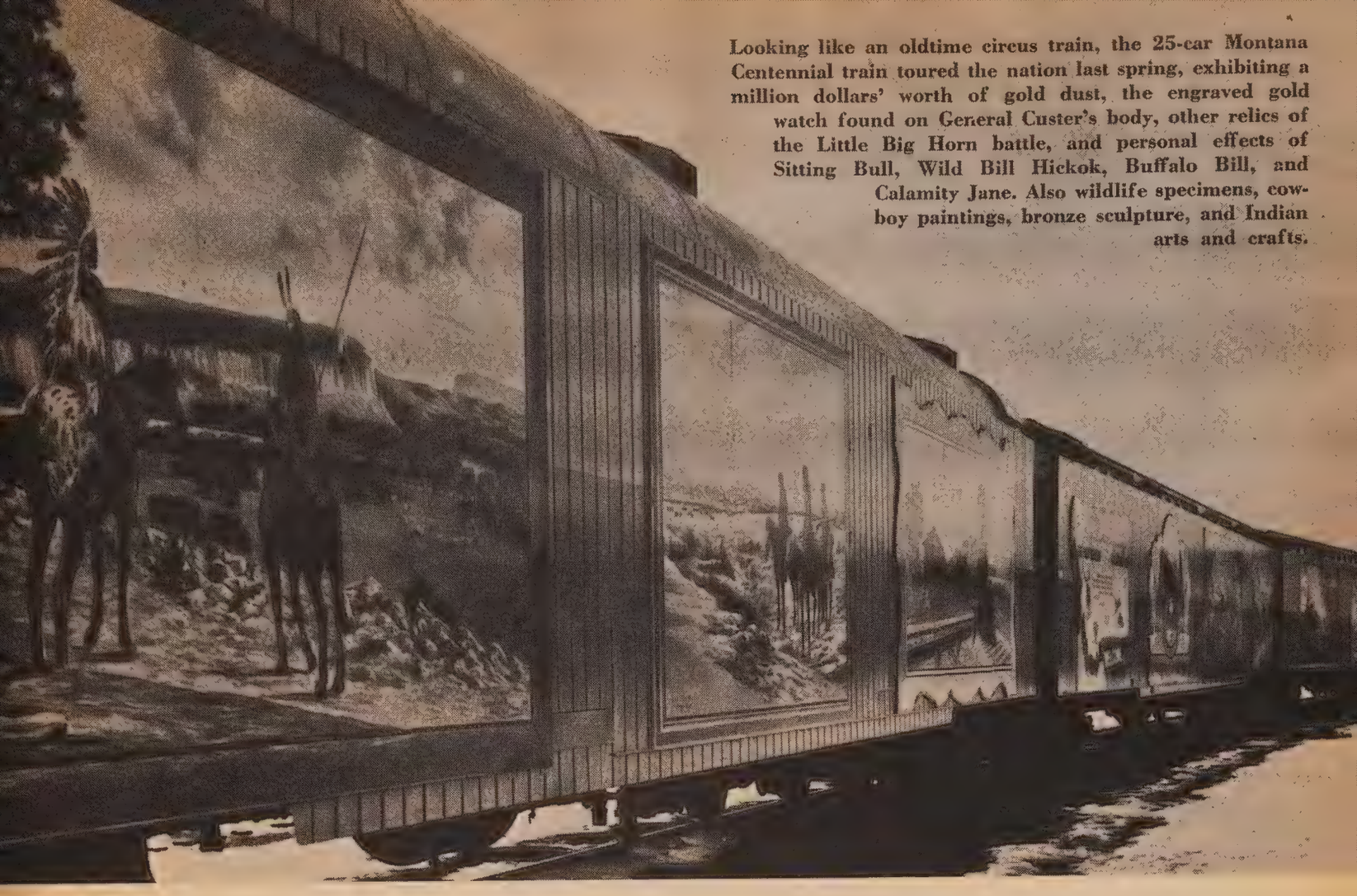
Define the term "Belpaire firebox."

According to the Locomotive Cyclopedia, it is a steam locomotive firebox "having a flat crownsheet joining the side sheets of curves of short radii and having the roof sheets and the upper part of the outer side sheets flat and parallel to those of the inner firebox. These flat parallel plates are then stayed by straight direct vertical and transverse horizontal stays, obviating the necessity of crown bars or radial stays."

Where can I find a list of railroad employee magazines?

Right here, including the name of each editor and the address.

Illinois Central Magazine, IC RR., C. G. Massoth, 135 E. 11th Pl., Chicago 5, Ill.
Right Way Magazine, Central of Georgia Ry., Lonzo B. Mitchell, Jr., Savannah, Ga.
Great Northern Goat, GN Ry., Dan Musch, 175 E. 4th St., St. Paul 1, Minn.
Southern Pacific Bulletin, SP Co., Robt. G. Ottman, 65 Market St., San Francisco 5, Calif.
K&I News, Kentucky & Indiana Terminal RR., W. A. Peterworth, 2910 North Western Parkway, Louisville 12, Ky.
Railbelt Reprter, Alaska RR., Bernadine M. Prince, Anchorage, Alaska.
Cimco News, Chicago & Illinois Midland Ry., James E. Rice, 821 Illinois Bldg., Springfield, Ill.
J-Milepost; Elgin, Joliet & Eastern Ry., R. J. Schiek, P. O. Box 907, Joliet, Ill.
Pennsy, PRR, Joseph Shallit, Transportation Center, 6 Penn Plaza, Philadelphia 4, Pa.
Keeping Track, Canadian National Railways, Michael Shaw, P. O. Box 8100, Montreal 3, Que., Canada.
Mileposts, Western Pacific RR., L. C. Sprague, 526 Mission St., San Francisco 5, Calif.
Talking It Over, Great Northern Ry., P. W. Stafford, 175 E. 4th St., St. Paul 1, Minn.
Burlington Bulletin, CB&Q RR., James A. Stolp, 547 W. Jackson Blvd., Chicago 6, Ill.
Headlight, New York Central RR., Norman M. Stone, 466 Lexington Ave., New York, N. Y. 10017.
B&O News-Chessie News, Baltimore & Ohio RR., Virginia Tanner, 1 Charles Center, Baltimore, Md.
The Soo Liner, Soo Line RR., Terry L. Fisher, 800 Soo Line Bldg., Minneapolis 40, Minn.
Norfolk & Western Magazine, N&W Ry., H.T. Freed, Roanoke, Va.
Chessie News-B&O News, C&O Ry., Bill Girgash, 2000 Terminal Tower, Cleveland 1, Ohio.
The Rocket; Chicago, Rock Island & Pacific RR., Esther M. Glasper, 716 La Salle Station, Chicago 5, Ill.
The Mutual Magazine, Pennsylvania RR., Wm. B. Gorman, Penn Station, Philadelphia 4, Pa.
Nickel Plate Road Magazine; New York, Chicago & St. Louis RR., Wm. B. Grumley, 833 Terminal Tower, Cleveland 1, Ohio.
Telltale, Northern Pacific Ry., W. A. Gustafson, St. Paul 1, Minn.



Looking like an oldtime circus train, the 25-car Montana Centennial train toured the nation last spring, exhibiting a million dollars' worth of gold dust, the engraved gold watch found on General Custer's body, other relics of the Little Big Horn battle, and personal effects of Sitting Bull, Wild Bill Hickok, Buffalo Bill, and Calamity Jane. Also wildlife specimens, cowboy paintings, bronze sculpture, and Indian arts and crafts.

Cotton Belt News, St. Louis Southwestern Ry., M. W. Hamil, 1517 W. Front St., Tyler, Texas.
Missabe Iron Ranger; Duluth, Missabe & Iron Range Ry., Neil Hanson, Safety Dept., Proctor, Minn.
L&N Magazine, Louisville & Nashville RR., Herr A. Kincaid, 908 W. Broadway, Louisville 1, Ky.
Milwaukee Road Magazine, CMStP&P RR., Marie Hotton, 824 Union Station, Chicago 6, Ill.
Green Light, Denver & Rio Grande Western RR., V. H. Imroth, 1531 Stout St., Denver 17, Colo.
Atlantic Coast Line News, ACL RR., F. Leon Joyner, 500 Water St., Jacksonville 2, Fla.
Au fil du Rail (French edition), Canadian National Railways, Don Kearns, P.O. Box 8100, Montreal 3, Que., Canada.
Santa Fe Magazine, AT&SF Ry., John J. Knifke, Railway Exchange Bldg., 80 E. Jackson Blvd., Chicago 4, Ill.
Burlington Booster, CB&Q RR., Lynne Lightowler, 547 W. Jackson Blvd., Chicago 6, Ill.
The Clinchfield Link, Clinchfield RR., Mrs. H. L. Baughman, Erwin, Tenn.
Long Island Railroader, LIRR, Paul A. Blauvelt, Jamaica, N.Y., station, room 310.
The S&A Line, Savannah & Atlanta Ry., Chas. W. Bowers, P.O. Box 1491, Savannah, Ga.
The Bessemer Bulletin, Bessemer & Lake Erie RR., and URR News, Union RR., both edited by Albert E. Brinkley, P.O. Box 536, Pittsburgh 30, Pa.
A&S Line, Aliquippa & Southern RR., and Mon Con Reports, Monongahela Connecting RR., and Valley Viewer, Cuyahoga Valley Ry., all 3 edited by
Maine Central Messenger, Maine Central RR., Joseph J. J. Carlin, 3600 2nd Ave., Pittsburgh 19, Pa.
Maine Central Messenger, Maine Central RR., Joseph H. Cobb, 222 St. John Street, Portland, Me.
All Aboard, St. Louis-San Francisco Ry., K. V. Coerver Frisco Bldg., Room 1008.
Reading Railroad News, Rdg. Co., Rod Craib, Reading Terminal, Room 456, Philadelphia 7, Pa.
The Bay Liner, Atlanta & St. Andrews Bay Ry., J. L. Culver, Jr., Dothan, Ala.
Missouri Pacific Lines Magazine MP RR., Irvin A. Eckman, 1400 MP Bldg., St. Louis 3, Mo.
Rail-O-Gram; Richmond, Fredericksburg & Potomac RR., M. J. Elliott III, Broad St. Station, Room 207, Richmond 20, Va.
Canadian Pacific Spanner, CPR, Stan Fisher, Windsor Station, Room 294, Montreal 3, Que., Canada.
Safety News, Chicago Great Western Ry., V. Allan Vaughn, Oelwein, Iowa.
Ties, Southern Ry., B. E. Young, P.O. Box 1808, McPherson Sq., Washington 13, D.C.
The Quarterly, Ontario Northland Ry., L. J. Parker, Ontario Northland Transp. Comm., North Bay, Ont., Canada.

History, please, of Union Pacific's plexiglas car 195200.

Built in 1917 as ordinary boxcar 124557, she was rebuilt in 1952 with transparent sides, renumbered 195220, and put into service in a freight-loss and damage-prevention campaign. Because of wide publicity, she was probably the best-known freight car of all time. Nine other North American railroads built cars embodying her features. Inquiries regarding her construction came from Britain, Germany, Belgium, and Japan.

For 11 years this demonstration car traversed not only home rails, over most of the UP system, but those of other roads also and won wide acclaim. Looking at her, shippers could actually see the effectiveness of loading and bracing methods in a manner comparable to doctors and surgeons studying the inside of the human body with X-ray. Finally outliving her usefulness, she was dismantled in July, 1963.

List the U.S. museums which exhibit non-operating railroad or streetcar equipment.

(a) No complete list is available. Many museums show some railroadiana besides other displays. Elliott Kahn supplies a partial list, as follows, and would welcome additions to it:

Smithsonian Institution, Washington, D.C., some rolling stock in new transportation wing.
Puget Sound & Snoqualmie Valley is building an operating line out of Kimball Creek, Wash., near Snoqualmie. Only ¼ mile is built, now used by construction trains. Public operation next year. Already on property are 9 steam locos, 3 trolleys, other equipment.
Witte Museum, San Antonio, Texas, 3 horsecars and streetcars.
Frontier Village, Las Vegas, Nev., "Old West" museum, several rr. items.
Museum of Science and Industry, Chicago, Ill., several steam and diesel locos.
Franklin Institute, Philadelphia, Pa., steam locos, etc.
National Museum of Transport, Barretts' Station, Mo., near Kirkwood, big assortment of steam locos, some very old, also streetcars, interurbans, etc. Museum is scheduled to move in near future to East St. Louis, Ill.
Greenfield Village, Ford Musuem, Greenfield, Mich., many steam locos, etc.
Museum of the City of New York, facing Central Park, N.Y.C., has Broadway line horsecar.
Trolley Museum of New York, 4 trolleys temporarily on siding at St. George, Staten Island, N.Y.C., only open Saturdays in good weather.
Illinois Ry. Museum, North Chicago, Ill., traction equipment in Chicago Hardware Foundry, Saturdays only.
Caboose Museum, owned by John Jay at Greensboro, Ala., also operates 85-foot railroad.

How much does a modern diesel cost as compared with an oldtime steamer?

It depends upon what you mean by "modern diesel" and "oldtime steamer." A GP-35 costs $190,000 ($76 per horsepower). Missouri Pacific's first locomotive, a 4-4-0, cost $7,650 ($20 per hp.) in 1852.

Nos. 2891 and 836 were doubleheading Union Pacific's *Overland Limited* through Uintah, Utah, when photographed in 1946.
Robert F. Collins, 436 Radcliffe St., Wyckoff, N.J.

I understand the Pittsburgh & Lake Erie is setting up new corporate headquarters in Delaware, a locality it doesn't serve. Why?

For the same reason that many other companies doing business elsewhere are based in Delaware: the state has a relatively low tax rate on corporations.

Are railroad pensions taxable?

No. You don't even report income received as railroad retirement, survivor, sickness, or unemployment benefits. Details on how to apply for benefits are told in a revised booklet, *Questions and Answers on the Railroad Act*, available at 45¢ each from Supt. of Documents, U.S. Government Printing Office, Washington 5, D.C.

Is fresh orange juice ever hauled in railroad tank cars?

Yes. Since last February the Juice Corp. of America has been transporting it from Highlands City, Fla., to the New York area, about 1500 miles, in new thermos-type equipment leased from Union Tank Car Co. The 11,500-gallon cars hold a temperature of about 32 degrees during trips that may take as long as 10 days.

I will tour Great Britian this summer and I want information on its tourist-attraction shortlines comparable to the Reader, Edaville, Strasburg, etc.

Here is a list of British "fun" roads, compiled by Elliott Kahn:

Romney, Hythe & Dymchurch, 14 miles, 15⅛" gage, at New Romney, Kent, England, operates 7 Pacifics, 2 Mountain types, 3 gas locos, hauls passengers, mail, freight.
Blackpool (seaside resort) Tramways, England's last tram or streetcar line.
Bluebell Ry. at Sheffield Park, Kent, England, a preservation society's standard-gage line. Unusual operation: steam locos run at both ends of train each way because of no turning facilities.
Ravenglass & Eskdale Ry., 7 miles, 15" gage, stream, at Ravenglass, Cumberland, England, passenger and freight (mainly quarry stone).
Vale of Rheidol, 12 miles, 23½" gage, Aberystwyth, Wales, owned and run by British Rys., summer only.
Festiniog Ry., 23⅝" gage, world's oldest operating narrow-gage railway, at Portmadoc, Wales; its rarest loco is a Fairlie type.
Tallyllyn Ry., 7 miles, 27" gage, at Towyn, Wales, all steam, 2 locos 99 years old.
Wechpool & Llanfair Light Ry., 30" gage, at Llanfair, Wales, reopened last year after being idle 7 years.
Snowdon Mt. Ry., 5 miles, 31½" gage, at Llanberis, Wales, Britain's only rack (cog) railway.
Isle of Man, in Irish Sea, has 6 interesting private rys.: Isle of Man Ry., 46 miles, 36" gage, running out of Douglas from rare 10-track terminal; steam, diesel rail-cars. Manx Electric Ry., 18 miles, 36" gage, many open trolleys. Queens Pier Tramway, 2100 ft., 36" gage, gas loco. Douglas Corp. Tramways, narrow-gage horsecar line at Douglas.
Snafell Mt., Isle of Man, 8 percent grades; 1895-built trolleys pick up current thru tack-shaped bars. An adhesion line with 3rd-rail cog (rack) braking on down track.
Groudle Glen Miniature Ry. on the Isle of Man, 24" gage, steam, summer only.

Which North American railroads still use steam power?

Only two major roads, the Burlington and the Reading. Neither uses steam except on a few fantrips. For details on the small "offbeat" steam lines see Elliott Kahn's "Ride Trains for Fun" (June '64) and "Not Listed in *The Official Guide* (Aug. '62 thru Oct. '63).

What is a locomotive simulator?

This new invention, roughly resembling a camera, incorporates a motion system with full-color visual of a railway track and is suitable for training in locomotive operation. The first such device is now being built for the British Railways Midland Region.

I am looking for a poem "Ode to the Road," by S. B. Totten.

Here it is. Totten, a Chicago & Alton telegraph operator, wrote it in 1946.

I love the far-off whistle and
The rumble of a train
As in and out it winds about
And roars across the plain.
I love the sharp and shuffling noise
When rolling cars go by,
The eerie forms and purple storms
Of smoke clouds in the sky.

And what a thrill it is to watch
Soft light in sudden motion
Dance to and fro where dream trains go
Like moonbeams on an ocean.
Here comes my friend, around the bend,
Wide-open whistle blowing;
Amid the din I'll wave and grin,
But some day I'll be going.

Running Extra

Who can send a brief history of the old Lorain, Ashland & Southern, in Ohio, to Ray Cooke, 520 Sunset Dr.; Orlando, Fla.?

"Which roads still use gas-electric or diesel-electric motor cars, and where?" asks Mike Varney, 2968 East A, Torrington, Wyo.

Brief history of the Wichita Falls & Southern, in Texas, is wanted by Stan Wozencraft, 301 N. Woodrom, Little Rock, Ark.

Bill Pennington's letter in our April '64 department drew this comment from M. G. Fenerty, 6373 Liverpool St., Halifax, N.S., Canada: "I agree with Bill. Working in Nova Scotia, Manitoba, and Alberta, I have never seen a switcher or road engine without one headlight on front, another on back. Rule 17-B of the operating rules, as revised in 1951, states that road engines required to run backward for any part of a trip shall have a headlight at the rear. Rule 18 says yard engines at night shall display headlights at front and rear. Rule 17-B, revision of 1962, reads the same as revision of 1951."

Details on the final disposition of 25 UP 4-8-8-4's, UP 2-10-2 No. 5511, and SP 4-8-4 No. 4444 are sought by John Russell, Missoula, Mont. (He forgot to give a street address.)

Wanted by R.B. Sherman, 321 Fairchild Hall, University of New Hampshire, Durham, N.H., a brief history of the rail line that ran between Concord, N.H., and Claremont, N.H.

Brief history of the old Oregon-Washington Ry. & Navigation Co. is wanted by R. L. Honweling, former NWP foreman of motive power and car dept., 457 Milford St., Glendale 3, Calif.

"Did a rail line ever run between Rockymount, Va., and what is now Gretna Green, Va.?" asks C. F. Spitzer, 309 W. Warwick Ave., Fairfax, Va. "If so, will some reader supply details?"

Who can tell D. R. McCulloch, 94-A Fairmont Ave., Kingston, N. Y., what happened to the now-abandoned NYO &W's diesel power? All we know is that 16 units are in the Erie-Lackawanna yards at Secaucus, N.J. Others were bought by E-L, SN, and New York Central.

"Which train wreck derailed the most cars?" inquires Alden Dreyer, Marlboro, Vt.

Where can J. A. Stokes, 3958 S. Hill St., Los Angeles 37, Calif., get a master list of negatives of steam locomotives built by Alco between 1920 and '45? He asks what happened to those negatives, now that Alco no longer builds steam.

Numbered list of all Boston & Maine cabooses, with runs they are now on, especially C-101 and C-150, is wanted by Don Provencher, 14 Park St., Gorham, N. H. 03581.

Wanted by Walter Redman, 8906 Piedmont Ave., Detroit 28, Mich., info. on old Michigan Air Line Railroad, for which he has a pass dated 1871, the year after his birth. ●

RAILFANS:

Assets or Liabilities?

by Thomas T. Taber

BACK in the 1930's when nearly all fantrips were steam-powered and offered hobbyists a chance to visit and photograph steam facilities like yards and locomotive builders, some railfan clubs operated special trains only for their members and friends. Such tours were not open to the general public and were neither commercialized nor too crowded.

Applicants for tickets were screened to exclude, if possible, the small minority of fans who bring disgrace to our hobby by vandalism, misrepresentation, thievery, rank discourtesy, or juvenile rowdyism. That was during the Depression, when the carriers catered to passengers and welcomed fan groups. All of us who went on such excursions could be sure of having a good time and we brought home batches of railroad photographs and happy memories to prove it.

Today, those happy conditions no longer exist. The average railroad shows less than eagerness to haul passengers. Besides, there are no steam facilities left to visit, or practically none. Too many so-called fantrips in 1964 are mere train rides to non-railroad points of interest, behind diesel power; and are commercialized and overcrowded.

Much hostility to railfans stems from the few nitwits in our hobby whose childish actions irk company officials and employees alike. They annoy us, too. Fans in general are unfairly looked upon with suspicion. They are barred from railroad property unless they get permits in advance — permits often issued grudgingly or not at all.

We are all familiar with fans who trespass on railroad land, pilfer picture files, engage in horseplay on board trains, and make unreasonable demands for free photos and information that takes time-consuming research. We knew, too, of those who unscrew and make away with builders' plates and other removable parts of engines and cars as "souvenirs," thus combining vandalism with theft. Wanton destruction is common. We don't wonder that some railroaders "blow the whisle" on fan invasions.

These things need not be. There are many ways whereby you could be an asset to the community and the industry you study and patronize. You could serve as a Boy Scout counselor for the Railroad Merit Badge, organize or assist in model railroad activities to help the younger generation, or provide railroadiana for exhibits, shows, lectures, newspaper or magazine articles, or books. Such help is constructive.

Steam O-4-O No. 4 still working for Health and Welfare Dept. at Elizabeth Hospital in Washington, D. C.
Robert E. Wallich, Washington, D.C.

You could work with libraries, museums, historical societies, schools, or universities on matters pertaining to rail lore. You could give talks and show your movies, slides, or other material to groups as a means of sparking local interest in railroading and help to improve the railroads' image in the public eye and local press.

Some fans know more about the railroad than do the officers of those roads and could assist men astute enough to use their services. Another major field for the constructively-minded enthusiast is serving on municipal or county boards, committees, or governing bodies. The well-informed amateur who has no mere selfish interest in his hobby could do a lot to present railroading in a favorable light.

You could write letters to newspapers, house organs, and magazines to bring to public attention the railroads' plight and the advantages of rail transportation. Also letters to your Congressman and other elected officials urging a fair deal for the railroads. You could appear at open hearings before legislative or regulative bodies, representing the public and giving expert testimony.

A choice example of how some senior railfans are using their knowledge to benefit the public is seen in Morris County, N.J., a "dormitory" county for New York City and dependent upon its suburban passenger service. Realizing the seriousness of the dwindling public transportation, the county's Board of Chosen Freeholders several years ago created a Board of Public Transportation—the first of its kind in the state and probably in the nation.

The county needed qualified, civic-minded men to serve without pay and it appointed three knowledgeable railfans. Those three men on the board rendered such outstanding service that they have become known and respected far beyond the borders of their state.

Lack of space stops us from going into further details. We will say, however, that what these active and well-meaning railfans have done, others could do, too, in their own communities. Let's cut out the kid stuff and prove we are assets, not liabilities. ●

Dubin enjoys real trains and models; here he studies a rare cadmium-plated *Mayflower* train (Amer. Flyer 1928).

Interesting Railfans No. 21 — Art Dubin

by Freeman Hubbard

TWENTY years ago this summer, Sgt. Arthur D. Dubin of Highland Park, Illinois, was engaged in the grim business of fighting a war in the Philippines and on Okinawa. Before going overseas he had returned home on a furlough, and a careless ticket agent undercharged him for the Pullman part of his trip. The Santa Fe discovered its error and billed the young sergeant for $3.06.

Arthur wrote back the following February: "Please pardon the delay in answering your letter, but I received it only yesterday. It was found in an abandoned mail sack in the front line area. The mail orderly delivering that sack, I understand, was wounded en route to the front . . . Inasmuch as the Army finance department has not yet felt it safe enough to risk the taxpayers' money this far forward, I find it necessary to remit in the only cash available, which is captured Japanese-invasion currency."

His much-publicized reply so intrigued the six girls then employed in the Santa Fe ticket office in Chicago that they jointly sent him a valentine. If this were a fiction story, we would tell how Arthur eventually fell in love with one of them and married her. But he didn't. Years after the war, he met a lovely redhead named Lois Amtman on an ocean voyage, and took her to wife. He and Lois have two children, Peter and Polly, and they live in Highland Park at 229 Park Avenue.

We picked Arthur Detmers Dubin for our *Interesting Railfans* series because we like his new book, *Some Classic Trains,* and because, to quote David P. Morgan, editor of *Trains* magazine, "Art is *the* passenger equipment authority in the U.S."

Dave explains: "He mixes a delightful affection for the named passenger trains with a painstaking devotion to research and the authenticity it produces. The arresting thing about the man is how much information he has at his finger tips without reference to file, folder, or book. You can simply drop a car name—say, *Eiffel Tower* or *Imperial Chariot*—and Art can give you the car's configuration, builder, construction date, and train assignment.

"More importantly, Art has not hoarded his vast and difficultly-acquired knowledge. He's always been the first to share it with the rest of us—in books by other authors, in magazines, and now in his first book, *Some Classic Trains,* published by A.C. Kalmbach."

No. 21 was born March 14, 1923, the son of a distinguished architect, Henry Dubin, and was virtually predestined to the partnership he now holds with his brother David in Dubin and Dubin, Chicago architects and engineers. The subject of this article has participated in the design of hundreds of buildings, including tall apartment houses on Lake Shore Drive, industrial plants, and military installations, and is a director of several large real estate corporations.

"I know Art best for his wry smile; his warm, friendly personality, and his fondness for telling stories about railroads," writes George W. Kemp, Jr., a Chicago realtor who worked with him on two big projects. "From the time he was a small boy he traveled with his dad, checking buildings and construction sites."

Art's railroad interest dates back to a tinplate-layout and train-riding boyhood. An avid collector, he boasts nearly a ton of railroadiana: about 4000 passenger-car builders' photos, car rosters, countless train brochures and timetables from abandoned or merged roads, tinplate toy train catalogs, dining-car menus, special tinplate models, and the like.

One large room in his suburban home is devoted to railroad collections. The floor is covered with sections of the unique red carpet that is rolled out every afternoon at five alongside the sleek *20th Century Limited* in Grand Central Terminal. Here and there you see furnishing and effects from parlor and dining cars, dark green drapes made of Pullman berth curtains, walls adorned with "name train" drum signs, marker lights, framed calendar pictures, and old posters.

Lois accepts all this with amazing tolerance and good nature but privately regards herself as Mrs. Union Station. She is even proud of her husband and shares his enthusiasm. Art is a recognized authority on passenger-train development and the architecture and design of rolling stock. Also the history of palace cars and railroad stations. He delights in old railroad advertising material.

A devotee of Pullman travel, he has ridden over most of the well-known rail routes in North America, enjoys train-riding abroad, and is fascinated by the famed Wagon-Lits expresses of yesteryear. We quoted him as follows in an article we wrote for *Argosy* (March '64):

"I feel secure in a train. I prefer the convenient downtown departure. I am thankful for the privacy of an immaculate Pullman where I can read or nap in peace. It is my pleasure to eat in a dining car and be served graciously while the wonders of America are framed in my window. I enjoy my pipe"—he never smokes cigarettes—"and a bottle of ale in the company of fellow travelers in the lounge car. I appreciate a good night's sleep in cool, crisp linen. I am confident of an on-time arrival at my destination, never concerned that I shall be shunted to another city because of the weather. That is why I take a train."

All of his railroad writing for magazines has been for *Trains,* "only because," he says, "D.P.M. was persistent. But I am grateful for the existence of *Railroad Magazine,* my sole contact with other enthusiasts during my boyhood."

His first article, "Some Classic Cars," was followed by six features on famous American trains; and his book is an expansion of that series. *Some Classic Trains* has a foreword by Lucius Beebe, 25 chapters on trains, one on interurbans, two on classic cars, a history of palace car nomenclature, and over 1500 illustrations, some in color. We will review it in our next issue.

"To do any serious research on railway passenger cars without consulting Art Dubin is unthinkable," says Andrew Merrilees, a Toronto business executive who often travel with him. "His collection of photos and information on the subject is unexcelled."

Art is a director of the Railway & Locomotive Historical Society, a past chairman of its Chicago chapter, and a member of the Central Electric Railfans' Association and the (tinplate) Train Collectors Association.

"What do you think of railfans?" we asked.

"They are like any other large group of people," he said. "A few are brilliant, intelligent, thoughtful persons. Most are ordinary humans. Some are ill-mannered boors. Only a small minority are disreputable and dishonest, if not more than ordinarily neurotic."

No. 21 plays the piano well, likes

Anniversary of the *20th Century* in La Salle Street Station, Chicago: famed Steward Tommy Walsh gives Dubin (left) piece of birthday cake.

Dubin in cab of CB&Q *North Coast Limited* with Engr. H. Eliason and Road Foreman Mac Pherson.

Bach, Mozart, and Fats Waller on the pipe organ, and confesses to over-indulgence now and then in fine restaurants but is very few pounds overweight (weighs 182; height, 5′ 9½″). He is often tempted to sweep distasteful things "under the rug"—as who isn't? —in the hope that the unpleasantness will disappear. At heart a missionary, a railroad zealot, he never loses hope that some day he will convert confirmed airline passengers to Pullman travel.

But Art is no TV addict; he watches perhaps half a dozen programs a year, only major programs. Philosophically, he is a "liberal conservative," whatever that means, and is politically independent. As an architect he aims to create and produce modern structures which satisfy *human* (esthetic and emotional) needs as well as economic considerations. He regards the razing of New York's Penn Station for a sports palace and office building as "an enormous architectural and cultural loss" but asks a practical question, "Is it proper to expect the road's stockholders to absorb the economic losses by maintaining the structure as is?"

One facet of modern life disturbs him very much: "the lack of regard for quality and individual craftsmanship brought about by mass production." He has adopted as his personal creed: "Give me the serenity to accept what I cannot change, the courage to change what I can change, and the wisdom to know the difference."

In World War II, besides paying a debt to the Santa Fe with ten Japanese-invasion pesos, Arthur Dubin was awarded a Purple Heart Medal for being wounded in action and a Bronze Star Medal with Oak Leaf cluster for "Coolness under fire, unselfishness, and devotion to duty . . . under intense enemy artillery, mortar, and machine-gun fire." ●

Passenger ramp in Chicago Union Station, showing the Pennsylvania's flagship, the *Broadway Limited*, just about to depart for New York. The train was named not for a street but for the Pennsy's four-tracked "broad way."

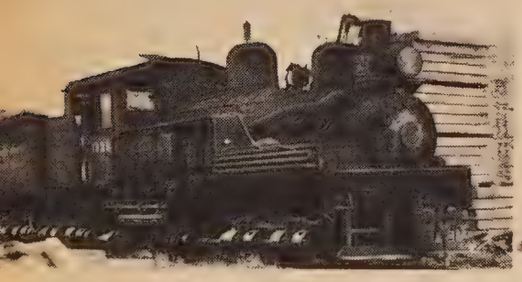
Jim Seacrest, 2750 Woodscrest, Lincoln, Neb.

Shortlines of North Carolina

Rosters compiled by Belmont Abbey College Railroad Club and Prof. Michael Dunn, faculty adviser

Engine 1000 of the Piedmont & Northern (128-mile freight line), built by Alco in 1964, is pictured at Charlotte, N.C.
John Hickman collection, from Michael Dunn

Atlantic & Western loco at Sanford.



Shay 1926 on the Graham County RR.

Only tiny initials A&EC on the cab show that this engine belongs to the Atlantic & East Carolina Railway, 94-mile line.
Upper three photos by Michael Dunn

Aberdeen & Rockfish Railroad

Road Numbers	HP	Builder	Builder's Model	Wheel Arngt.	Tract. Effort	Weight	Date Built	Notes
200	1500	GM-EMD	F3A	B-B	55,900	223,590	1947	1
201	1500	GM-EMD	F5A	B-B	57,500	230,000	1948	2
205	1500	GM-EMD	GP7	B-B	60,000	239,785	1951	
300	1800	GM-EMD	GP18	B-B	60,000	240,000	1963	1

Alexander Railroad

1	300	GE	45-ton	B-B	27,000	90,000	1942	3
2-3	400	GE	44-ton	B-B	26,700	88,000	1946, 51	4

Atlantic & Danville Railway

101-106	1500	Alco-GE	RS-2	B-B	60,000	240,000	1949	
107	1600	Alco-GE	RS-3	B-B	60,000	240,000	1951	

Atlantic & East Carolina Railway

6-7	400	GE	44-ton	B-B	26,700	88,000	1943	5
8	400	GE		B-B	26,700	88,000	?	6
9	600	GM-EMD	SW1	B-B	59,500	198,000	1947	7
400-401	1350	GM-EMD	F2A	B-B	56,500	225,750	1946	
500	1000	Alco-GE	RS-1	B-B	60,000	219,000	1951	8
501	1500	GM-EMD	GP7	B-B	56,500	226,000	1951	9

Atlantic & Western Railway

100	600	GE	70-ton	B-B	41,700	139,000	1950	

Owns two other units; specifications unknown to us.

Beaufort & Morehead Railroad

45	300	GE	45-ton	B-B	27,000	90,600	1952	10
65	300	Whitcomb	---	B-B	39,000	130,000	1944	11
85	400	Whitcomb	---	B-B	51,000	170,000	1944	11

Cape Fear Railways

8676,8679	1000	Alco-GE	?	C-C	79,950	266,500	1945	12

Carolina & Northwestern Railway

1-4	1500	Alco-GE	RS-2	B-B	56,600	226,300	1948	
5-8	1600	Alco-GE	RS-3	B-B	59,230	236,900	1950	
9	1600	Alco-GE	RS-3	B-B	61,690	246,760	1951	
10	1600	Alco-GE	RS-3	B-B	61,625	244,100	1953	
11	1800	Alco Pr.	RS-11	B-B	60,700	242,800	1956	

Carolina Southern Railway

201	600	GE	70-ton	B-B	41,700	139,000	1951	

Owns one other unit the specifications of which are unknown to us.

Cliffside Railroad

10	235	GE	35-ton	B	21,000	71,000	1955	13
20	380	GE	44-ton	B-B	26,700	88,000	1949	14

Clinchfield Railroad

200	1500	GM-EMD	FP7A	B-B	64,500	258,000	1952	
350-355	1200	GM-EMD	SW7	B-B	62,000	248,000	1950	
800-805	1500	GM-EMD	F3A	B-B	57,500	230,000	1948	15
806-820	1500	GM-EMD	F7A	B-B	57,500	230,000	1951-2	15
850-852	1500	GM-EMD	F3B	B-B	57,500	230,000	1948-9	
853-863	1500	GM-EMD	F7B	B-B	57,500	230,000	1949-52	
864-868	1750	GM-EMD	F9B	B-B	56,200	224,800	1955	
900-911	1500	GM-EMD	GP7	B-B	60,000	240,000	1950	
912-916	1500	GM-EMD	GP7	B-B	60,000	240,000	1952	
917-918	1750	GM-EMD	GP9	B-B	58,875	240,000	1956	

No longer on the roster: Clinchfield 4-6-6-4 No. 662 at Avery, N.C., in 1950.
H. Reid collection (negative from Joe Bruner)

One of Winston-Salem's four Geeps, last to retain gray-red color scheme.
Michael Dunn

North Carolina Roster Notes

Based on data supplied by officials of the roads, plus facts from Sy Reich, rosters are accurate as of Jan. 1, 1964. For our purpose, "shortline" is defined as any common carrier road listed in either Official Guide or Pocket List of Railroad Officials, with total route mileage of less than 400. Locomotive builders: GM-EMD—General Motors, Electro Motive Div.; GE—General Electric; Alco-GE—American Locomotive Co.-General Electric; Alco Pr.—Alco Products; BW—Baldwin-Westinghouse; BLHW—Baldwin-Lima-Hamilton-Westinghouse.

(1) A&R 200 rebuilt to A&R 300.
(2) A&R 201 sold to Richmond, Fredericksburg & Potomac, renumbered 3111.
(3) Alexander Railroad 1, ex U.S. Govt.
(4) Alexander RR. 3, ex Hampton & Branchville, purchased in 1961.
(5) A&EC 6 and 7 renum. 402, 403 when the Southern purchased A&EC.
(6) A&EC 8 sold before Sou. bought A&EC.
(7) A&EC 9, renum. 404 by Southern.
(8) A&EC 500 renum. 405 by Southern.
(9) A&EC 501 renum. 406 by Southern.
(10) Beau. & M., 45 sold to St. Louis Car Co. 1962.
(11) Beau. & M. 65, 85, ex U.S. Govt.
(12) Leased from the U.S. Army.
(13) Cliffside 10, ex Old Ben Coal Co.
(14) Cliffside 20 bought in 1963.
(15) Clinchfield 805-806, rebuilt to F9A.
(16) D&S 362, ex SOO 362, bought 1962.
(17) Gr. County 1926, ex Tallassee Power Co., bought 1940.
(18) HPT&D 101 sold to Pacific Portland Cement Co. of Mexico.
(19) L&S 100 sold to Monroe (La.) Sand & Gravel Co.
(20) L&S 102, ex U.S. Army 7088, sold to A&EC in 1950, renum. 6, then renum. 402 by Southern.
(21) TF 501-502 sold to Fort Dodge, Des Moines & Southern.
(22) Warrenton RR. 5, ex U.S. Govt. ●

Durham & Southern Railway

362	1500	BW	DRS 4-4-1500	B-B	74,700	249,000	1947	16
1200-1202	1200	BLHW	RS-12	B-B	72,000	240,000	1954	

Durham Union Station Company

Owns no equipment.

East Carolina Railway

Owns no equipment.

Goldsboro Union Station Company

Owns no equipment.

Graham County Railroad

1925	---	Lima	Shay	3T	51,400	171,400	1925	
1926	--	Lima	Shay	3T	51,000	171,000	1926	17

High Point, Thomasville & Denton Railroad

101	400	GE	44-ton	B-B	26,700	88,000	1944	18
201-203	600	GE	70-ton	B-B	41,700	137,600	1947	

Laurinburg & Southern Railroad

100	400	GE	44-ton	B-B	26,700	88,000	1946	19
101	600	GE	70-ton	B-B	41,700	137,600	1947	
102	400	GE	44-ton	B-B	26,700	88,000	1943	20
103	600	GE	70-ton	B-B	41,700	137,600	1951	

Piedmont & Northern Railway

1000-1005	1000	Alco	S4	B-B	59,000	240,000	1954	
1600-1609	1600	Alco-GE	RS-3	B-B	61,300	245,200	1950	

Rockingham Railroad

Owns no equipment.

State University Railroad

Owns no equipment.

Tallulah Falls Railway

501-502	600	GE	70-ton	B-B	41,700	137,600	1948	21

Virginia & Carolina Southern Railroad

Owns no equipment.

Warrenton Rail Road

5	300	Whitcomb	45-ton	B-B	27,000	90,000	1942	22

Winston-Salem Southbound Railway

1501-1504	1750	GM-EMD	GP9	B-B	61,250	245,000	1957	

Winston-Salem Terminal Company

Owns no equipment.

Yancey Railroad

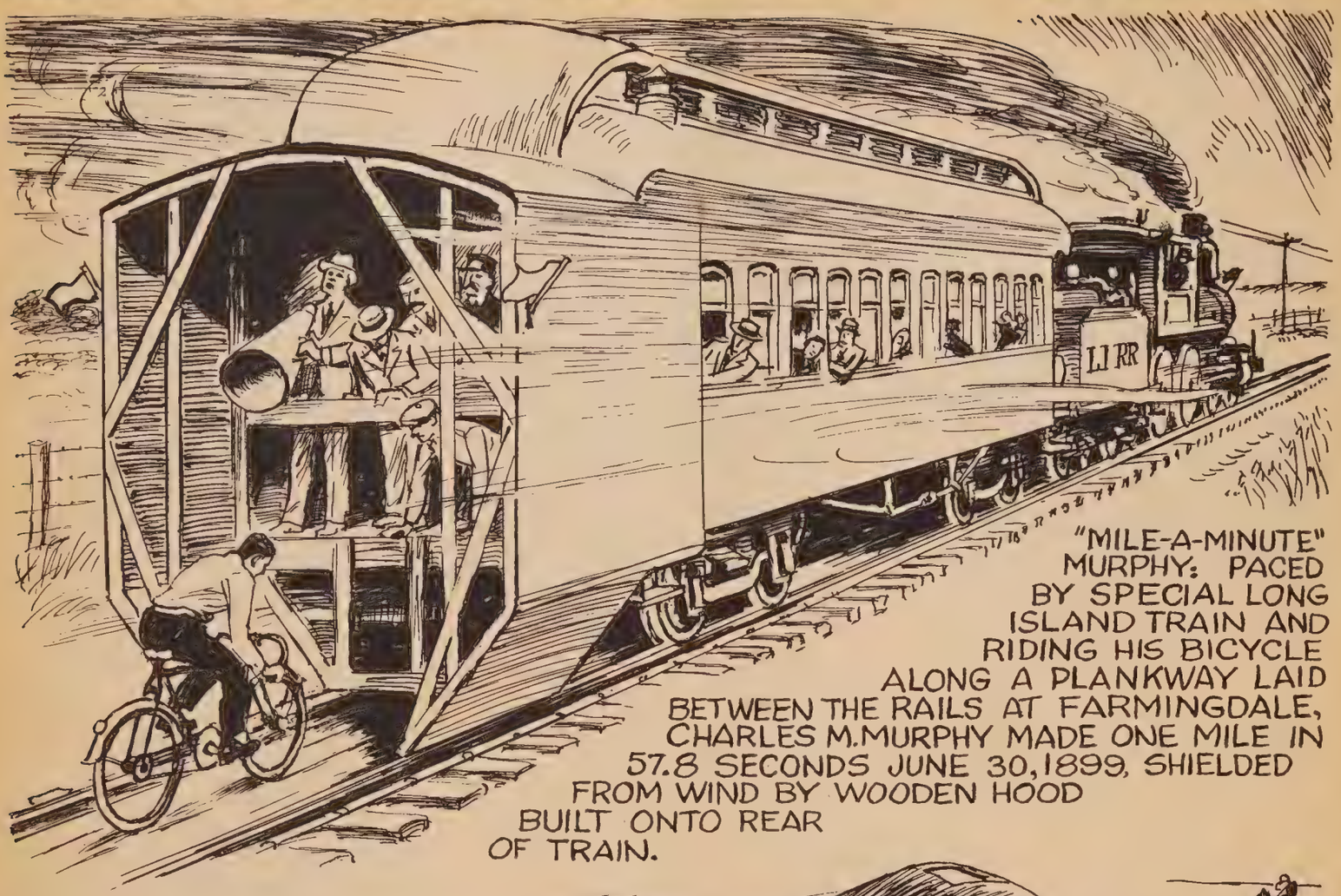
1	300	GE	45-ton	B-B	27,000	90,600	1955	

Yancey Railroad's only engine, No. 1.

Cliffside 110, retired in 1962, sold in 1963, was the last reciprocating steamer in regular service in North Carolina.
Upper two photos by Michael Dunn

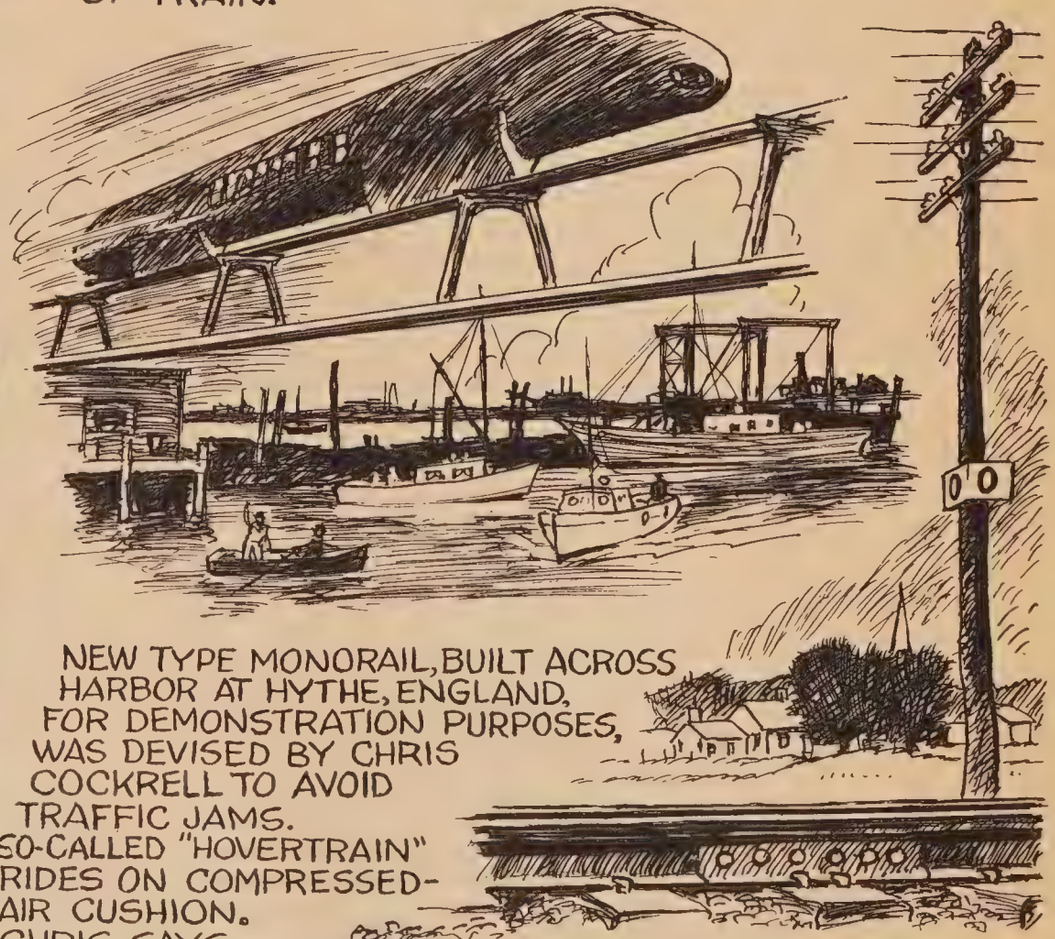
ALONG THE IRON PIKE

by Joe Easley



"MILE-A-MINUTE" MURPHY: PACED BY SPECIAL LONG ISLAND TRAIN AND RIDING HIS BICYCLE ALONG A PLANKWAY LAID BETWEEN THE RAILS AT FARMINGDALE, CHARLES M. MURPHY MADE ONE MILE IN 57.8 SECONDS JUNE 30, 1899, SHIELDED FROM WIND BY WOODEN HOOD BUILT ONTO REAR OF TRAIN.

CHOW-SHEPHERD DOG NAMED HOBO HAS BEEN RIDING CHESAPEAKE & OHIO FREIGHT TRAINS IN ENGINE CABS AND CABOOSES MORE THAN 10 YEARS. CREWS FEED HIM. (from Lynchburg, Va., Daily Advance)



NEW TYPE MONORAIL, BUILT ACROSS HARBOR AT HYTHE, ENGLAND, FOR DEMONSTRATION PURPOSES, WAS DEVISED BY CHRIS COCKRELL TO AVOID TRAFFIC JAMS. SO-CALLED "HOVERTRAIN" RIDES ON COMPRESSED-AIR CUSHION. CHRIS SAYS IT COULD MAKE 400 MPH.

UNION PACIFIC MILEPOST ZERO STANDS A FEW FEET EAST OF 21ST STREET IN COUNCIL BLUFFS, IOWA.

Bigger and Fewer Railroads

by Freeman Hubbard

JUDGING from the mail that floods our office, there is wide interest in the controversial subject of railroad mergers. The history of such mergers dates back almost to the birth of railroads themselves. It parallels to some extent the development in other big industries, except that most of the others have already been consolidated on a more gigantic scale. There is no nation-wide rail equivalent of General Motors, General Foods, Standard Oil, or the one-corporation telegraph and telephone monopolies.

Every large railroad was formed by the amalgamation of numerous little ones. Even the rather small Pere Marquette (now part of the Chesapeake & Ohio system) comprised 93 shortlines. In 1912 the Interstate Commerce Commission reported that the United States had 1,298 operating common-carrier roads under its jurisdiction. Fifty years later the total had shrunk to less than 400.

Readers have been asking us questions that could be summed up under four headings: (1) List all of the U.S. railroad mergers during the past few years. (2) What mergers are now pending? (3) Which mergers are still in the stage of preliminary talks? (4) What effect does a merger have upon the employees? We'll try to answer these questions briefly.

In 1959 the Virginian lost its identity by absorption into the Norfolk & Western while the Charleston & Western Carolina was merged into the Atlantic Coast Line. Today the N&W is dickering with the Nickel Plate for a merger that would embrace a lease of the Wabash and purchase of the Pennsylvania's Sandusky line.

The year 1960 saw the consolidation of the Missouri-Kansas-Texas Railroad of Texas and the M-K-T, the merger of the Minneapolis & St. Louis into the expanding Chicago & North Western, and the formation of the present Soo Line by a merger of the Minneapolis, St. Paul & Sault Ste. Marie, the Duluth, South Shore & Atlantic, and the Wisconsin Central.

In 1961 the Texas & New Orleans was officially merged into the Southern Pacific. Then in 1962 the ICC permitted the Pennsy to control the Lehigh Valley and abandon its once-famous passenger service. The financially strong C&O took over the weaker but more historic Baltimore & Ohio; the Southern annexed the ancient Central of Georgia; and the former Henry Ford road, the Detroit, Toledo & Ironton, absorbed the Ann Arbor; but these cases involved control, not mergers.

Last year, ICC decisions authorized the expanding Southern to control the Georgia & Florida and let the St. Louis, San Francisco & Texas merge with the St. Louis-San Francisco (neither of which ever went anywhere near the Golden Gate) and the ACL, with its successful passenger business, merge into the Seaboard Air Line.

Pending mergers—*i.e.*, those which have reached an advanced stage but are not yet finalized—include the formation of a powerful system in the Northwest embracing three roads which Jim Hill tried hard to amalgamate, the Great Northern, the Northern Pacific, and the Burlington, togther with a lease of the Spokane, Portland & Seattle.

A likely consolidation would put the entire New York Central system under Pennsy control. The proud, autocratic Commodore Vanderbilt would have found this project unthinkable; but the modern and amiable John W. Barriger, president of the Pittsburgh & Lake Erie, a unit in the Central system, hails it with enthusiasm.

A proposed merger that is unlikely involves the Illinois Central taking over the Louisville & Nashville (which gobbled up the Nashville, Chattanooga & St. Louis not long ago). The IC also would like to control the Gulf, Mobile & Ohio, a great system which has lost considerable ground since the death of its founder and first president, Isaac B. Tigrett.

The ambitious Chicago & North Western likewise is setting a bear-trap, so to speak, for the GM&O, and wants to assimilate the Rock Island. The Union Pacific, too, seeks control of the Rock Island. There is a strong possibility that either the SP or Santa Fe will acquire the Western Pacific. In addition, Santa Fe hopes to absorb the Missouri Pacific, which in turn has designs on the Chicago & Eastern Illinois. All in all, the merger picture is complicated.

Railroad labor actively opposes rail mergers, regardless of their economic advantages to the industry as a whole, because every one that is authorized throws many employees out of work. This opposition is understandable. On the other hand, the ICC justifies mergers by stating: "The railroads throughout the nation today are confronted with both the intensification of external competition from other modes of transport and the increased operational costs within the railroad industry itself."

It's a vicious circle of rising costs, fierce competition, corporation mergers, larger dividends for stockholders, automation, fewer jobs for railroad workers, and a worsening in unemployment.

Orders for Pere Marquette conductor. Engineer took a flimsy from upper bar. PM, now part of Chesapeake & Ohio, was formed from 93 short railroads.
William M. Rittase, Philadelphia, Pa.

Practically everybody but communists agrees that stockholders are entitled to fair dividends on their invested savings. Dividends are basic to our national economy. So the trend toward mergers goes on among the railroads as in other industries. Economic necessity and automation are ganging up to reduce the human work-force of the nation. As time passes we get bigger, fewer, and stronger railroads—unhappily with less employees.

"If consolidation of railroads is allowed to follow its natural course," says John Barriger, rail management's most literate spokesman, "it will ultimately result in each transportation region in this country having two or three great railroad systems that will be true mass-producers of transportation. Far from stifling competition, consolidation of railroads will permit them to compete effectively."

That is fine. But what about the workers fired because of mergers? The Association of American Railroads isn't doing anything that we know of to find new jobs for them.

Our friend Barriger has given some thought to this problem also. "They will receive the job-protection benefits afforded them by the Interstate Commerce Act," he says, "which are greater by far than those allowed to employees of other industries in similar circumstances. It is better that some employees accept the consequences of consolidation than that a greater number lose their jobs with no protection—through attrition caused by inability of the railroads to compete effectively for traffic under the present system."

This, in brief, is the controversial story of bigger and fewer railroads. •

ALPINE PASS

Fiction Story by Gilbert Lathrop

A RAILROAD classic, copyright 1934 Popular Publications, Inc.

WINTER hit Alpine Pass early in November. Snow fell for forty hours, giving way at last to a brilliant sun and a day of jeweled whiteness. That morning Tom Hansen, the gray-haired engine watchman with mild blue eyes, patiently shoveled a few crooked paths outside the roundhouse.

Tom was a fixture on the Denver, South Park & Pacific. He'd spent many years on the slim-gage line that squeezed through the high-walled canyons of the Colorado Rockies to perch on the gravelly hillsides leading toward the pass. He had a special fondness for his one admirer, Jim Malone, nine-year-old son of the section boss, and the thirty-ton coalburners under his care. Always he dreamed of becoming an engineer.

When the old fellow wasn't at work you could usually find him in the wheelless boxcar he called home or in the road foreman's office listening to the talk of hoggers seated around the pot-bellied stove, but they paid scant attention to him.

Little Jim was a frequent visitor. There were hours after work when Dan Malone's son would sit in Tom's boxcar, his face clasped between two soiled little fists, and absorb the grayhead's stories of railroading on other pikes. In all those stories Tom Hansen was a full-fledged hogger, and a mighty good one, to hear him tell it. Now he would be at the throttle of a fast transcontinental passenger train wheeling 'em through the night. Again he would be pulling a long string of tropical fruits north from the Gulf.

"Why ain't you an engineer these days, Mr. Hansen?" Jim asked him one night at the end of a thrilling narrative.

"Never question your elders, Jimmy, my boy," he replied curtly.

A snow-bucking outfit consisting of three eight-wheelers and a flanger was ordered to clear the track over Alpine Pass. The engine which would get the brunt of punishment carried a wedge plow bolted securely to her front end. This plow, an ungainly steel butterfly, almost completely obscured the view of her crew.

As the snow special whistled out of town Tom stood watching them chuff toward the east. Long after they were gone he could hear the rattle of their exhausts on the cold sun-filled air.

One of the engines would slip her drivers against the icebound rails and her chuffing became a roar. On such occasions Tom would close his eyes and mentally watch them smash into a deep drift and battle it until they threw it out of the track.

At noon, when he crossed to his boxcar home, he stopped at the depot and asked the operator, "Any word from that wedge-plow outfit?"

"They passed Woodstock about ten minutes ago," said the op. "Blowing cats and dogs up there."

Late in the evening, while the thermometer tried to punch all the red liquid out of the bulb on the bottom and cold was so bitter that trees on the hills surrounding Pitkin exploded like little cannons, young Jim came over to Tom's boxcar.

"Did you ever buck snow when you was an engineer, Mr. Hansen?" he wanted to know.

Tom's leathery face wrinkled like crepe paper and he settled back preparatory to spinning another yarn. "I'll tell the world I did. Once when I was runnin' an engine on the Canadian Pacific—" and he was off. He had a gullible audience and made the best of it.

THE following morning Tom inquired again about the snow-bucking outfit.

"Just got a line on 'em," said the operator. "They bucked through almost to this end of Alpine Tunnel and plugged. They got the section crew opening up the wye so they can turn and get back to here. The rotary plow has been ordered out of Gunnison. Guess nothing but the big wheel will clear the line."

Old Tom walked toward the roundhouse. Carefully he went over his iron charges, trying the water gages and looking at the banked fires of each one. While thus engaged, he heard above town the shrill whistle of the returning snow special. He was in the foreman's office when the tired crews came to register.

"Snow bad?" asked the foreman.

"Bad?" spat the hogger of the wedge-plow engine. "I've hammered over Alpine Pass sixteen years come next May, an' it's the worst I've ever seen."

Tom looked back. The rest of the outfit was following him.

Shoved by a single locomotive, the rotary plow arrived from Gunnison about two p.m. Tom was outside watching them roll slowly up the main preparatory to backing in on the cinder-pit track. The massive, steel-bladed wheel on the front end of the rotary revolved slowly and with much clanking. Tom knew that if the wheel were allowed to halt it would freeze tight and thus create a long thawing job with a steam hose.

"Get your engines ready to shove the rotary up the pass," said a gruff voice. "After you've done that, get yourself

ready to go along with 'em as a watchman."

The old fellow turned to find the foreman speaking to him. Tom nodded.

After the engines had been prepared for the task ahead, he crossed to the depot before going home. The section boss's son, along with a dozen other boys of various ages, were grouped on the platform and gazing with admiration at the rotary.

A grimed man came from the depot. Seeing the old watchman, the section foreman halted in indecision, then gave a smile of recognition and advanced with outstretched hand.

"Old Tom Hansen!" he said. Then: "What in hell are you doing poking around this God-forsaken hole in the mountains?"

"I'm engine watchin'," replied Tom, shaking hands.

Jim Malone edged closer to his father. "Mr. Hansen is watchin' engines up here," the kid defended, "but he's a great hogger just the same. He's pulled passenger trains, fruit trains, and every other kind of train. Ain't you, Mr. Hansen?"

Tom shifted from one foot to the other. His jaws worked nervously and he tried to grin acknowledgment.

Dan Malone guffawed. "Hogger it is now, huh? The closest you ever came to that job was shoving a scoop on a yard goat. How long did yuh fire a switcher on the Burlington?"

The veteran licked dry lips. "Nigh twenty years," he admitted.

"And when yuh lost out there for messing up a signal, yuh came her and took on a job as engine watchman."

Some of the adoration in the eyes of Jim faded and his lips quivered. "But, Mr. Hansen," he pleaded, "you was an engineer on all them railroads, wasn't you?"

Tom tried to smile, but the effort was sorry. "They was right good stories anyhow, wasn't they?" he gulped and turned back to his car.

The elderly man felt like a statue suddenly tumbled from its pedestal. Jim had idolized him. Now the kid knew him for what he really was, a roustabout in a roundhouse. Tom had built himself to heroic proportions in the youth's eyes. He'd almost believed some of his own stories. It was a fact that he'd always wanted to pull a throttle, had dreamed of such a day all his life. Rotten breaks, and nasty luck had conspired against him.

WHEN the rotary outfit finally chuffed from the cinder-pit track, Tom was riding the rear platform of the caboose. As they passed the depot he saw Jim watching the outfit. Jim caught sight of the old guy and turned away.

Tom quickly went inside to try to forget the whole business in the rumble of frozen wheels below and the mumble of soggy, wet exhausts from the engines. Their going was slow. The rotary wheel had been speeded up since leaving Pitkin, and vibrations from the heavy cutting blades registered throughout the train's entire length.

Exhausts from the shoving locomotives were slow and spaced far apart; those from the rotary became a staccato roar. A white plume of snow shot from the left side of the hood to hiss into the blanket which covered the hillside half a hundred feet away. Night fell while they were still within hearing distance of Pitkin.

Darkness brought no respite from the grind. The outfit fought its way forward inch by inch, stopping often to allow the rotary fireman to blow up his lost steam. Woodstock found them sixteen hours out. After taking water on the rotary and engines, the exhausted crews tied up for rest.

Old Tom went to work, cleaning fires clinkered solidly over the grates, banking fires, making sure all heaters were working so no pipes would freeze on the engines.

At the expiration of their rest the crews resumed duty while old Tom waded back to the caboose through the snow and turned in.

Another sixteen hours passed, and the outfit was a mile below Alpine. The track here hugged close to the north side of a towering mass of slide rock. During the past twenty-four hours avalanches had covered the main line with packed snow.

Tom, who knew slides, saw they were "clean" from a point of vantage in the caboose cupola. Had they been "dirty," rocks and logs were sure to be buried in them, creating a real hazard to the blades.

The rotary bit into the first of them, wormed her way deeper and deeper. Suddenly there sounded an anguished whistle. The outfit clanked to a halt.

Three blasts from the rotary, and they backed slowly from the slide.

Halted again, Tom saw the rotary crew scramble from their posts and make their way toward the big wheel. They grouped there, talking excitedly.

Tom dropped down and forced his way forward. "Plumb wrecked!" he heard the rotary pilot say.

The pilot was right. That slide had carried massive granite boulders hidden under its innocent whiteness. Revolving steel blades had ripped into them, tearing the wheel to pieces, so it looked like an opened umbrella after a cyclone had torn the covering away.

"I'd say we're done for," grumbled the rotary engineer.

The pilot nodded. "Unless we can get enough men to shovel out behind so we can run back to Pitkin."

"Fat chance of that!"

Floundering over, the conductor in his greatcoat sized up the situation at a glance and said: "We've got just about enough grub to last another meal. We can't go forward and we can't go back." His voice trailed off in a string of profanity.

THE ROTARY HOGGER grunted and started toward the steps leading to the warm pilothouse. Just then the pilot's eyes brightened and he looked at old Tom.

"By cracky!" he exploded. "Just the man we need!" His voice lowered. "Hansen, you can beat your way down to Pitkin and notify them fellers how we're plugged and damn near starving."

"You mean—" quavered Tom.

"Sure! Hoof it down. It's only ten miles by the railroad and by taking a direct route it's less than four."

"But the line's blowed full of snow," Tom protested dismally.

"So you take the short route. The south mountain side won't be deep with snow like this one. All yuh got to do is let gravity drag yuh down."

Old Tom wrinkled his brow in perplexity and said, "Guess I'll try it!"

The rotary pilot slapped him on the back. "That's the spirit! I always knew you had it in you."

Old Tom pulled the collar of his coat closer about his head. Inwardly he tingled with pride. The rotary pilot had addressed him as an equal, had placed confidence in him. Always before he had been just "Hey, there," or "Tom."

The veteran knew what he faced. Four miles of bucking drifts from two to six and seven feet deep, a temperature far below zero, and a trail leading through the thick Immelman and Lodge Pole pine with masses of down timber. The prospect was not bright, yet Tom had no thought of refusing. He'd been asked to go.

"Yuh see," the pilot explained, feeling probably that the old guy was being imposed on, "not a man of us crews can leave. We're gonna try to shovel out to Alpine where may be we can get around the wye while help comes up. It wouldn't be exactly safe backing down this mountain, even over a clear track."

Tom nodded and plodded on.

"Good luck, Hansen!" the conductor called after him. "Tell 'em to send us some grub damn quick!"

Another surge of joy coursed through Old Tom. Now he *was* an equal.

The snow was belly deep when he left the main line and headed toward the short cut. Fortunately the steepness of the mountain side was in his favor, and Tom was able to wallow his way through to the bottom of the little canyon.

Here he was forced to make a toboggan of his body and lie down, propelling himself with a swimming motion with his hands. Snow worked its way under his collar and crept against his bare skin. It was colder than the air, which was almost thirty below.

He flopped across the snow-filled bottom of the canyon and in time staggered erect on the south mountain side. Here the snow was not over ten inches deep. Tom faced the west and strode off. A biting wind, chill as the fingers of death, plucked at his cheeks and nose.

For almost a mile the going was not bad. Then he plunged into the first fringe of timber. Snow, light as down, blanketed the fallen logs and slide rock.

Several times his feet slipped through holes, gouging the skin from his legs. The forest seemed unending. He stumbled and fell dozens of times. The sun had dropped below a mountain range to the west, and harsh cold of timberline settled over the wintry desolation.

Utterly worn out, he finally staggered out on the main line half a mile above Pitkin. Only the fact he had been elevated to an equality with the engine and train crews up there on Alpine Pass kept the oldtimer plodding forward.

It was dark when he entered the depot. The brass pounder came outside. "Thought you were up there with the rotary," he said.

"I was." Old Tom raised a stiff arm and mopped at his frozen mustache. "They're broke down, stuck, out of grub . . ."

After that he tumbled into bed.

WIND whistled down from the crests of Fossil Ridge, mourned through groves of skeleton aspens, and swirled around piles of mine props and telegraph poles in the lower Pitkin yards. Then, howling derisively, it dashed up toward Alpine Pass where the night engine watchman roughly jerked Old Tom from exhausted slumber.

"They finally got hold of two engines, the wedge plow and Sixty-two," said the night man. "We got a crew for the wedge-plow engine, but the foreman and you are gonna run the Sixty-two. You'll fire her. It's midnight right now. You're called to leave in an hour."

Tom sat up, rubbing the sleep from his eyes and smiling broadly. Called to fire an engine, huh? Quite an elevation in industry, from roustabout to fireman. Just goes to show what concerted effort might do for a man.

"I'll go," he mumbled, reaching for his trousers.

He found his engine, the 62, wheezing to herself over the cinder-pit. She was headed west over the snow-covered narrow-gage line instead of toward Alpine Pass. Coupled against her, back to back, was the wedge-plow locomotive. Tom got the idea. The wedge plow would smash out the drifts going up the pass, then 62, which he was firing, would buck through them coming back.

Preparations went forward quickly and silently. The roundhouse foreman oiled around to the fitful glow of an oil torch. At length they chuffed sluggishly from the cinder-pit track and halted at the depot.

"Got instructions to pick up all section men available and take them with us," said Dan Malone.

The king snipe, carrying a man-sized lunch-bucket and a snow shovel, climbed up into the cab of 62. Tom saw a couple more gandy dancers get on the wedge-plow engine. When the roundhouse foreman came out of the depot with running orders, the section boss asked:

"Reckon I might take Jim along with us? He's nutty about snow bucking."

The foreman hesitated. "It's up to you, Malone. The kid can stow away in this cab, I guess, but don't ring me in on it if trouble develops."

Dan Malone moved so he could poke his head out the cab window. "Come on, Jim!" he yelled toward the depot.

Jim came, his face beaming with happiness.

"The company has got another rotary outfit coming up the east side of the pass," the foreman remarked, and they whistled off. (*Turn to page* 44)

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50 to 54	2.50	7.25	14.25	27.40
55 to 59	3.00	8.70	17.10	32.85
60 to 64	3.50	10.15	19.95	38.35
65 to 69	4.00	11.60	22.80	43.80
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Full Name of Applicant _____ Sex ____

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FIRST NAME • MIDDLE NAME • LAST NAME	DATE OF BIRTH MO. DAY YR.	HEIGHT	WEIGHT	SEX
1.				
2.				
3.				
4.				
5.				

1. Are you and all persons named herein now in good health and free from any physical defects or deformities to the best of your knowledge? _____
2. Have you or any other person named herein during the last five years had any medical or surgical advice or treatment or any other departure from good health? Yes _____ No _____ If the answer is yes, please give details

I have read the foregoing questions and I represent and affirm each answer to be true. I agree to accept the policy that may be issued upon this application. I also agree that the company shall not be liable for payment of any benefits upon sickness, disease, or injury, arising prior to the date of acceptance of this application. I reserve the right to return the policy within 10 days and receive my money back if I should decide not to continue it.

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As they bucked their way ahead, wind promptly filled the track with snow behind them. This was no new experience for Tom Hansen. He'd fired a switch engine for years, so it came easy.

GRAY dawn hung over Alpine Pass when the two engines finally bucked their way through to where the rotary plow waited on the main line. While Tom had been gone, the crews had managed to shovel out to the wye and then turn the outfit so it was headed toward Pitkin.

After the wedge plow halted almost against the front of the rotary, all the men dropped to the snow to confer.

Tom followed the roundhouse foreman, not that it was any of his business what was decided, but he wanted to get away from Jim Malone. In this he was unsuccessful. The kid followed.

"You're gonna have to buck out the track back to Pitkin without a plow," the rotary pilot told the foreman.

The pilot grinned wryly. "I ain't much of a hogger," he said.

Tom looked to one side and found the lad gazing at him with mixed doubt and expectancy. The look was as much as to say: "Here's your chance to show all of 'em." Audacity gripped him.

"I'd like to handle the throttle from here on down," he blurted.

A loud guffaw came from the rotary pilot. The roundhouse foreman looked his contempt. Tom's raised head dropped and he began kicking the snow underfoot. This was a chance to right himself in Jim's eyes. What if it did cost his job? Who in hell cared?

Suddenly, without a word, old Tom strode toward the engine he'd fired up the pass. She was headed in the right direction. All he'd have to do was cut her loose from the wedge plow and open the throttle.

None of the other men paid much attention to him. They figured he was going to look after his fire and water. He lifted the coupler between old 62 and the wedge plow and closed the angle cocks. Then he hauled himself up into the cab.

With grim decision he released the driver brakes. Then he blasted twice on his whistle cord and opened the throttle. The little engine responded by leaping forward down the four per cent grade.

Tom's lips warped into a grin of content and he felt like singing. The old man had finally reached the ultimate, the thing he had dreamed of all his life. *He was actually running a locomotive!*

Number 62 smashed into a six-foot drift, tore it into streamers of mist and fog, and went through. Tom looked back. The rest of the outfit was following him.

He handled his engine like a veteran, easing her around the sharper curves, holding her back on the track which was not blown full. All the way down the pass he caught glimpses of the following rotary. They were not far behind when he halted before the depot.

Then realization of what he had done came over Tom like a dash of icewater. He entered the operator's office.

"Tell the dispatcher the whole outfit is back in Pitkin," he said flatly.

The brass pounder nodded.

Tom started out, almost colliding with the roundhouse foreman.

"Damn it!" said the foreman. "I should fire you for running off with that engine, but since you put her down here safe I'll overlook it."

A gleam of triumph shone in the aged man's eyes. Almost on Tom's heels came young Jim.

"Say, Mr. Hansen," he said admiringly, "did you ever run a engine up in Alaska?"

Old Tom smiled with joy. "Alaska? Sure! One time they called me to handle a troop train out of Anchorage . . ." ●

BOOKS of the Rails

HISTORIC ALPINE TUNNEL, by Dow Helmers, 200 pages, 8¼x11", 178 illustrations plus 20-page reproduction of rare old timetable, etc., indexed, Sage Books, 2679 S. York St., Denver, Colo. 80210, $12.50 (special autographed edition $15).

The author has gone to great lengths in documenting his story of a famous tunnel on the old South Park Line in Colorado. He delved into files of 17 different newspapers and 3 magazines, consulted 20 books and a lot of rare personal papers, and interviewed oldtimers who supplied first-hand recollections, some of them colorful and exciting.

Helmers tells us about the almost superhuman efforts made to build the tunnel, a train running through a snowstorm on July 13th, the deadly avalanche that wiped out Woodstock town, the Jull snowplow, the so-called "curse of Alpine," and the final closing in 1910. We like his material, but we wish publisher Alan Swallow had done a better job by using slightly larger type that is easier to read, by being less wasteful of white space, by reducing the size of a few inordinately large line cuts, notably the South Park emblem, and by finding some way to reproduce the interesting old photos without making them look so gray, like copies of copies.

Even so, this factual work has some of the rich operational flavor of Gilbert Lathrop's fiction story, "Alpine Pass" (page 40). It is well worth reading and keeping for reference.

THE LOCOMOTIVE ENGINEER, 1863-1963: *A Century of Railway Labor Relations and Work Rules*, by Reed C. Richardson, 456 pages, 6x9", glossary, bibliography, published by the Bureau of Industrial Relations, Graduate School of Business Administration, University of Michigan, Ann Arbor, $8.

The earliest form of braking trains, we learn from Richardson, began with a signal from the engineer, whereupon colored slaves "would rush to the train, seize hold and pull back, while the (station) agent would stick a piece of wood through the wheel spokes." In those days engines had no cabs. "It is interesting to note," the author says, "that passengers objected to the introduction of cabs because the enginemen would

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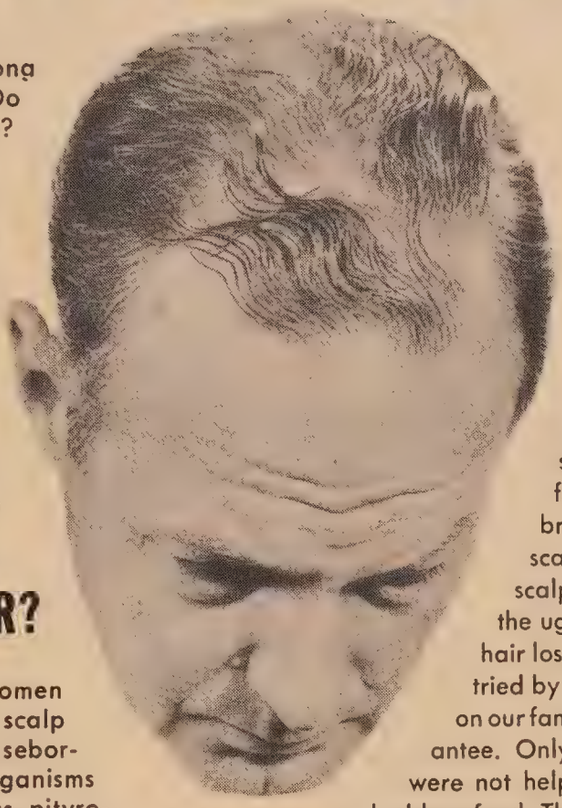

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Repairing washout from arroyo runoff near Carlsbad, N.M.; miniature reproduction of one of the many illustrations in *From Cab to Caboose.*

no longer be under their close scrutiny and might thus loaf on the job."

Rail labor unions date back to 1855, when the National Protective Association of the Brotherhood of Locomotive Engineers of the United States was organized in Baltimore as a direct result of Baltimore & Ohio's firing 13 engineers. Next came the Brotherhood of the Footboard, then the Brotherhood of Locomotive Engineers, and from there on Richardson really digs into the subject of labor relations.

"For sheer complexity, elaborate coverage, and venerability," he writes, "few, if any, industries can match the system and 'common law' or work rules which now govern the relations of operating railroad workers with their employers."

The complexity can be judged from the present dispute over so-called featherbedding. Richardson is a professor of economics at the University of Utah and co-director of the Institute of Industrial Relations. He chose BLE as the basis of his study, he explains, because "the development of work rules has a longer continuous history in this union than in any other railway labor union." We wish his book were illustrated. It is the most comprehensive work of its kind we have ever seen, and gives much space to modern problems.

FROM CAB TO CABOOSE: *50 Years of Railroading*, by Joseph A. Noble, 205 pages, 9¼x6″, illustrated with 64 photos and a map, indexed, University of Oklahoma Press, Norman, Okla., $6.95.

Unlike most railbooks, this one was written by a railroad man; it relates his own experiences in jobs ranging from crew caller to chief engineer on the Santa Fe. The facts, anecdotes, and "local color" are authentic. Noble deals with such subjects as "smoke orders," silk trains, camp life on a survey crew, the girls who stole a chamber pot, water trains in the desert, landslides, accident investigations, floods, track conditions, and the three aspects of a steam locomotive that make it hard on rails.

He recalls a court decision upholding an old rule that no man could enter a Harvey dining room without wearing a coat. "That was forty years ago," he adds. "Nowadays, if someone showed up for dinner in a pair of wet bathing trunks, he might be required at least to change into dry ones, but the restrictions have been considerably liberalized . . . . Most Harvey Houses on the Santa Fe have been closed for years; but there are still a good many people . . . who remember, no doubt with nostalgia, driving down to Sunday dinner in the Harvey House."

The number of old railroaders writing books about the days of steam and Morse that they knew—days that will never come again—has dwindled almost to the vanishing point. Such books are a rich heritage of rail lore. Noble has done a real service for future generations by making it possible for them to read *From Cab to Caboose.*

MANAGEMENT OF TRAFFIC AND PHYSICAL DISTRIBUTION, 3rd edition, by Charles A. Taff, 614 pages, 6x9″, bibliography, illustrated, indexed, Richard D. Irwin, Inc., Homewood, Ill., $11.95.

A professor of transportation at the University of Maryland gives detailed facts and figures on ways to move industrial products by rail, motor, air, and pipeline. He tells us, for example, that the average railroad freight haul in the United States is 452 miles but average freight train-speed between terminals is only 19.9 mph. We recommend Taff's book to industrial traffic managers, students of traffic management, and all other persons interested in the shipment and distribution of commodities.

THE BALDWIN LOCOMOTIVE WORKS: *Record No. 89, Development of the Eight Driving Wheel Locomotive*, by J. Snowden Bell, published originally in 1917, reprinted by Harry P. Albrecht, 40 Wilton Ave., Clifton Heights, Pa., 35 pages, 9x6″, paperbound, $2.

Bell was one of the alltime great locomotive writers. His excellent book is illustrated with photos and drawings.

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These books are available only by mail. Money order or check may be sent to *Railroad Magazine Book Service* (not book publisher), 205 E. 42nd Street, New York, N.Y. 10017. Here are a number of suggestions:

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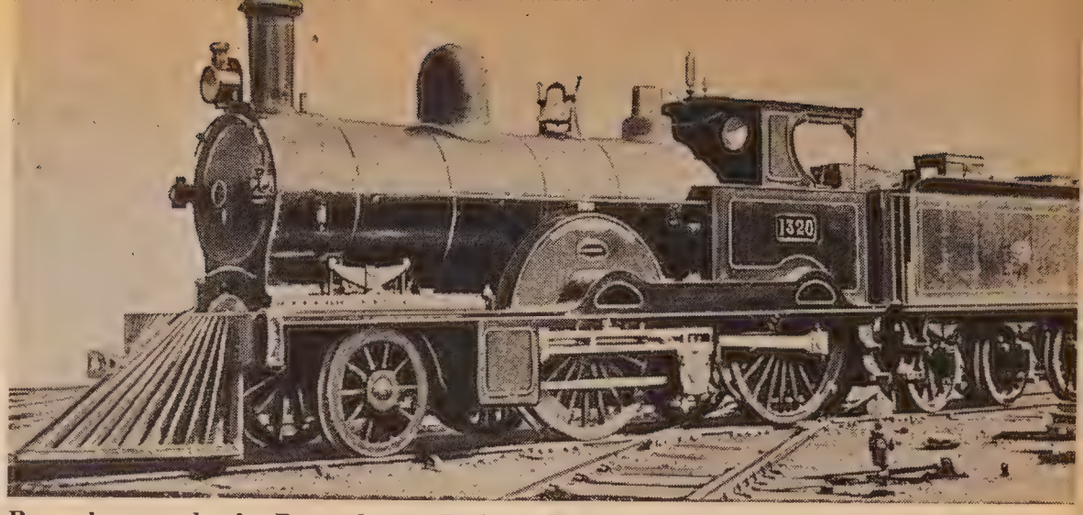

Rare photograph of a Pennsylvania Railroad locomotive built in England in 1888.
C. B. Chaney collection, Smithsonian Institution, Washington, D.C.

CERTAIN motive-power questions are so complicated that you can't get unqualified answers. For example: What was the largest and/or most powerful locomotive ever built? How much could a locomotive pull? The answers to these questions depend upon certain conditions. A variation in terms would change the answers.

Likewise, there is no single way to determine which railroad did the most to develop steam power. Some authorities give this accolade to the Pennsylvania. I would like to challenge that claim. It is true that the Keystone Road had the most of everything connected with locomotives: the largest fleet, biggest shops, most elaborate testing facilities, and the most actual development work on its own engines. From the beginning of steam power until around 1915-'20, PRR made many valuable contributions to locomotive development: the cowcatcher (pilot), the Laird crosshead, bigger boilers, equipment for scooping water "on the fly", lightweight running gear, and so on.

Other roads also originated much of value during that period. It is well known that the men of Altoona were hard pressed to keep pace with the Philadelphia & Reading in fast high-wheelers for competitive runs across New Jersey to Jersey City as well as seaside resorts. The P&R was probably equal to its big rival in locomotive development up to the first World War.

Moreover, the New York Central designed some superb coalburners in its West Albany shops—the 999, for one. In some respects it even surged ahead of PRR. The Vanderbilt Road went from Consolidations to Mikados two years before the Pennsy. Of course, Alco did most of the Central's building, but bear in mind that no carrier (not even the great PRR) developed its power alone. On most designs, commercial builders and railroad mechanical men worked together; you can't quite separate their combined efforts.

Alco supplied a number of identical designs to both the Central and PRR. Besides, the Pennsy let few commercial builders turn out its passenger engines, but now and then took experimentals and duplicated them at Altoona. All PRR Pacifics except the two K-5's were copies of Alco designs. These include classes K-2s, K-2sa, K-3s, and K-4s, with but minor changes and substituting Belpaire fireboxes. The boilers used on most Pennsy 2-8-0's and several other types built after 1907 were first cousins of Alco experimentals.

The twenty years immediately preceding World War II offer evidence that damage the claim of PRR steam-power leadership. Those were years of extreme simplicity. New and modern devices were tested but few, if any, were adopted. What's more, it is not easy to find another railroad that subscribed to most of the PRR ideas on motive power.

Elsewhere, high-horsepower concepts bloomed in the forms of Hudsons, Northerns, Berkshires, Articulateds, and others. The Pennsy's sole advance during that period was 301 Mountain types of average size. These were splendid machines, some of Altoona's alltime best. But they had nothing new development-wise, and they were built (in quantity) a full ten years after the Vanderbilt Road had started acquiring the type. We must credit the Central with developing the 4-8-2 to its ultimate perfection.

PRR's high-horsepower moves came during World War II, but even then its development blueprints were conceived off-line. The 2-10-4's were of Chesapeake & Ohio-Lima extraction while the much-publicized 4-4-4-4 passenger engines, Class T-1, were built from blueprints—except for the Franklin steam-distribution system—that Baldwin had been trying to sell nation-wide for several years.

All this may seem to belittle Pennsy's steam-development efforts, but it really doesn't. Those efforts were tremendous, in many respects highly unusual. For twenty years conservatism kept the road far behind in some respects, but the PRR did well in its own way and had definite reasons for its policies.

For one thing, the Pennsylvania needed many more engines than did any other American railroad. The cost of adopting boosters, feedwater heaters, stokers, lubricators, power reverses, and other appliances on a mass basis probably would have been prohibitive. These things were doled out sparingly. The Altoona test plant devised more scientific methods of firing to improve locomotive efficiency. Furthermore, PRR managed to get an unusually high degree of power out of relatively simple engines. This was quite commendable.

Another factor which influenced PRR steam development was electrification. At a time when other carriers were developing modern, high-horsepower steam locomotives, the ambitious Keystone Road was pouring millions into the finest electrification and "juice" locomotives that America has ever seen. This, in turn, displaced hundreds of steam engines, causing a surplus that was not absorbed until the heavy traffic of World War II hastily pulled them all out of the storage lines.

Summing up my thesis: no single railroad did the "most" to develop steam power. Of course, the subject is debatable. This article shows why I, for one, do not think the Pennsylvania Railroad by itself led the motive power parade. An unbiased viewpoint, as I see it, would place the Pennsy "among the leaders," but that is as far as I would go. ●

Reading Company photograph

Philadelphia & Reading passenger Camelback, representing highest development in Wootten firebox, was built at the Reading shops in 1911 and retired in 1935.

Vanished Fantrips

"Twenty-five years ago a railfan group could charter a special train on a Class 1 road for 300 fares, maybe only 225, sometimes for a $600 guarantee; and even as late as 1946 you could have done it for $1000."

So writes Bill Kessel, 99 Center St., Hamburg, N.Y., who belonged to the NRHS in those days but has since been expelled for a reason he is proud of. (Never mind what reason; we won't go into it at this time.)

"Railfan passengers, 300 or so, were recruited partly by mail and telephone calls and partly by items in *Railroad Magazine,* which was then a monthly," Bill recalls. "Crowds of that size were manageable. But after World War II the carriers became greedy with respect to fantrips, sometimes demanding guarantees as high as $5000!

"From $2 or $3 a mile the rate shot up to between $10 and $14. Legitimate operating costs had risen, of course, but hardly that much. Fan clubs were forced to add $1 or $1.50 to each ticket price in case 700 or 800 riders didn't show up. Whole groups of flowerpickers had to be found to finance the trips. The profit, if 700 or 800 did ride, was handsome. It tempted some hobbyists to become private or syndicated promoters. It bred free-loading committees. It led to special subsidized journeys for selected fans.

"You can't take good pictures with 700 or 800 fans from 15 cars running around. But many roads demand such numbers, plus more for each additional crew used. Because they no longer accept only 225 or 300 fans for one train but require numerous outsiders also to buy tickets, the railfan committees became less efficient as policemen and there were evidences of juvenile delinquency on fantrips.

"Many fans go all-out to boost the railroads, helping them to get good publicity and more business, but how many carriers show their gratitude? When a preview train carries journalists, newscasters, politicians, etc., do you ever see a railfan club president aboard? *Phoebe Snow, Empire State Express*—you name it. Let the club presidents buy tickets next week!

"Fans may be over-enthusiastic, even unbalanced, but they could have saved the roads a lot of bad publicity if the brass collars had been smart enough to accept their overtures. Sure, some are boorish, stupid, or crooked, but these constitute only a small percentage of the lot. Most railfans are loyal, honest, and intelligent—just waiting for leadership and utilization. Can you blame anyone for becoming cynical over the railroads' hostile attitude toward them, especially since the Steam Age ended?"

Elliott Kahn, our No. 1 compiler of lists, agrees substantially with Bill Kessel on these points.

"For many years," he writes, "railfandom has been plagued by self-centered individuals, vandals, thieves, and so on. The East Broad Top once called a halt to all fantrips because of the pilfering and destruction of property that usually accompanied them, but lifted the ban later.

"I don't find the railroads either more or less friendly now than when I was a youth. Back in the '40's I often had to fight for permits to take pictures on the property of some roads and I had to duck the special agents of those which never granted permits.

"I remember the era when almost all excursions were run by the railroads themselves. Today, some are promoted by tourist bureaus masquerading as railfan groups. A real fantrip, as I see it, includes the inspection of railroad facilities and the photographing of railroad equipment. Such outings today are rare. Instead, special trips are run strictly for money, not as an opportunity to visit something dear to a lover of railroads. Today's excursionists go sightseeing, pick wildflowers, see a fair or a play, or picnic at some historic spot amid hot dog stands, empty cola bottles, and billboards." ●

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Mail Car (cont'd from page 10)

THE VILLAGE of Stony Plain, Alta., Canada, had a tax collection problem in 1907. Few taxes were coming in. The wealthiest non-payer was the Canadian Northern Railway. Israel Umbach, the local tax collector, wrote several letters to the CN's Winnipeg office, but no reply came.

Mr. Umbach was angry. He decided on direct action. One morning as a Canadian Northern train whistled its approach to Stony Plain station, he bought the largest logging chain and padlock he could get in Oppertshauser's hardware store. Then, crossing the street to the station platform, he bent down and passed the sturdy links between spokes of a driving wheel of the 4-4-0 locomotive that had just pulled to a stop, looping the chain under the rail, and snapped the big padlock shut.

Mr. Umbach twirled his long moustache. He told the crew that their train was now impounded and would not be released until the Canadian Northern agreed to pay the overdue taxes. The conductor hurriedly wired to Winnipeg. The reply soon came, and it read:

"Inform village clerk and tax collector Stony Plain sorry. Taxes forthcoming. Never heard tell of such railroading." •

ADDITIONS to our published lists of old water towers still standing in the States and Canada come from W. L. Kapfer, David Lustig, Randy Nelson, Merle Pierce, and Wayne Petterson. Tanks are located on the Northern Pacific at Lester, Stampede, and Easton, all in Washington; on the East Branch & Lincoln at Lincoln, N.H.; on the Milwaukee Road at Davis Jct., Ill.; on the New Haven at Hayardville, Canaan, and Newtown, all in Connecticut; two in the PS yards at Mojave, Calif.; and the tank that once stood at Keeler, Calif., on the SP narrow gage is now about 10 miles north on the main line at Ravenna. •

CONTRARY to popular belief, neither high blood pressure nor obesity is a major factor in coronary heart disease, according to a 5-year study of 527 New York Central employes made by the road's medical director, Dr. George E. Dimond, and his staff, as reported by Ann Lerner.

"Hypertension," he found, "was formerly thought to be a direct precursor of coronary heart disease." His study seems to disprove that theory. But obesity, according to the survey, accounts for an alarming increase in diabetes. "Sustained weight reduction in obese patients," he comments, "may lower the incidence of diabetes and may be desirable for many reasons."

The Central's medical department gives routine physical checkups once every three years to each employe under 50, once every two years to those between 50 and 54, and annually to those over 55, while the few who continue the work after age 70 are examined twice a year. Supplementing these examinations are return-to-service checkups after sickness, injury, and leaves or layoffs of more than a month.

All 527 of the railroaders tested in the survey had normal blood pressure when first examined by the company but before reaching age 50 each showed a pressure rise ranging from slight to extreme hypertension.

"Successful treatment of hypertension cannot be expected to reduce significantly the frequency of coronary heart disease," Dr. Dimond notes.

Although Dr. Dimond, who reports his findings in *Archives of Internal Medicine,* found an increase in diabetes among the railroaders he examined, he cited Railroad Retirement Board records to show that disability awards based on diseases of the circulatory system have been dropping steadily—from 43 percent in 1949-'50 to 38 percent in 1960-'61. He adds, "It is the impression in this medical department that fewer men with uncontrolled severe hypertension have been observed in the past decade." •

BAY RIDGE yard is electrified and energized," writes C.W. Belknap, New Haven engineer, 350 Fairview Ave., Hamden, Conn., correcting an item in April issue. "New Haven symbol freights roll by electric power from Cedar Hill via Hell Gate Bridge to Bay Ridge waterfront and carfloat bridges. Our 8000-ton trains run 91 miles in 105 minutes, each hauled by 2 GE rectifier locomotives of 5000 maximum hp. apiece.

"The only place de-energized in Bay Ridge Yard is a few hundred feet on each track near 2nd Ave., Brooklyn, due to construction of overhead new Gowanus Parkway. When job is finished, wires will be re-strung and energized. NH engineers have 'drop pantograph' order there, and coast through.

"Ignitron rectifiers are not generally used in U.S., not because of diesels but because they are already outdated by the silicon rectifier, a dry-powder cartridge type that eliminates the distilled-water tank radiator, water-pump motor, etc., of the ignitron type.

"Doncaster, England, is not 'devoted to diesels,' as someone said in April issue. The locomotive works there builds heavy mainline electrics and repairs electrics, diesel-electrics, and diesel-hydraulics. So says Robert Spark, editor of *European Railways.*" •

HOBBY CLUB

Conducted by Sy Reich

WRITE to your Congressman! Every urban area in the United States suffers from inadequate public transportation. Most suburban trains operate at a loss; so the carriers lack funds to improve this service. Equipment is deteriorating. Write to your Congressman, *now*, urging him to actively support House of Representatives bill 3881 which provides Federal aid for co-ordinated mass transportation systems in urban areas. Thousands of letters and cards would go a long way toward ensuring passage of this important bill, in the public interest.

Sy Reich

Readers Heard From

"If our project materializes as we expect," writes L.A. Wood, National Consolidated Asso., 4 Leona St., Saranac Lake, N.Y. 12983, "we will soon be operating the world's longest all-steam standard-gage railroad, 142 miles, between Lake Placid and Utica, N.Y., with 2 or 3 daily trains in each direction, powered by a 2-6-2 or 4-6-2. We are negotiating to buy engines. I'd like to hear from anyone sufficiently interested in this project to invest time and/or money in it."

Your editor has no "inside information" on the National Consolidated Asso., whatever that is. We'd like very much to see such a railroad in operation, on a paying basis, but can't guarantee it ever will be. Before sending money to a stranger, readers should check on the situation. Ask for bank references, names of responsible people, etc., and write them regarding the project.

"Every day I am flooded with mail from across the States and Canada relative to the article 'Steam in Mexico' in April *Railroad*," writes John E. Martin, Illinois Central engineer, 1249 Worthington St., Memphis, Tenn. 3814, "and I answer as best I can."

Steam engine 69 (Baldwin 1930) has been donated by Duquesne Slag Products Co. of Pittsburgh to the Pennsylvania Railway Museum at Arden, Pa.

"She is mechanically complete," writes David Hamley of the museum's board of directors, "and apparently in safe and legal operating condition, although she needs some patch-up work. We welcome cash donations, no matter how small, to help restore and maintain her. The museum's address is P.O. Box 832, Pittsburgh 30, Pa. We seek new members to help operate the 69. Since our museum was, until now, primarily a trolley museum, we have a dearth of steam-oriented personnel.

"Also, we want to get back one or both loco builder plates, which someone took. We will pay shipment charges, no questions asked."

"With help from the management of Israel State Railways," writes Hans Kohut, P.O. Box 1004, Givatayim, Israel, "I am organizing a new group known as Society of Friends of the Railways of Israel. The Minister of Transport became our first member. I might add that our tourist trains have hostesses."

The Steam Parade

Engine 304, which for many years chugged over Dansville & Mt. Morris rails in upstate New York, has been sold to F. Nelson Blount for his Steamtown U.S.A. museum at Keene, N.H. Alco built her at Dunkirk in 1905.

Railroad Magazine contributor David Plowden, 44 Remsen St., Brooklyn,

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N.Y., has just signed a contract with Stephen Greene Press, Brattleboro, Vt., to do a book on steam locomotives and steamboats with about 4000 words of text, 200 photos, 175 pages. Scheduled for publication in June '65. Dave had 10 pages of railroad station photos in the July '64 *Horizon* magazine; also an article in April '64 *American Heritage* magazine with 12 pages of photos of railroad passenger ferries and car-ferries.

A British Rys. engineer reported in our April issue that the BR steam loco *Dwight D. Eisenhower* would be sent to the Smithsonian Institute, Washington, D.C. "This is untrue," writes John H. White, Jr., the Smithsonian's curator of land transportation. "We have had no contact whatever from British Railways on this matter."

The standard-gage steam passenger train nearest to N.Y. World's Fair runs on the Middletown & New Jersey Ry. between Middletown, N.Y., and Slate Hill with 2-6-0 engine 103. Train leaves Middletown depot 12 noon, 2 p.m., 4 p.m., sometimes 5:30 p.m. every Sunday thru Oct. 18; also every Sat. and holiday July 4 thru Labor Day, with wooden-bodied open coaches, gon, caboose. Round-trip fare $1.25, kids 75¢. Contact Empire State Ry. Museum, P.O. Box 536, Middletown, N.Y.

A detailed history of Baltimore & Ohio motive power by Lawrence W. Sagle, 3027 Woodlawn Ave., Baltimore 15, Md., will be published as a book by Al Staufer, who did a fine job with *Pennsy Power*. Larry was a B&O public relations man for many years, retiring in 1960, and is an occasional *Railroad Magazine* contributor.

L. M. Breese, retired Delaware & Hudson engineer, 79 10th Ave., Carbondale, Pa., sells beautiful handcrafted, bronze, desk models of the old D&H *Stourbridge Lion*, the first loco to pull an American train, 6″ long, 3½″ wide, weighing 3½ lbs., mounted on track with a green felt under-base, $7.50 each, postpaid.

Midland Electric Coal Co. steam engines pictured in April issue are now stored to await sale or scrapping, and trucks do the switching, laments Stephen Scalzo, 5305 Belcrest Court, Peoria, Ill. 61614. Same issue, page 26: CNJ Camelback was No. 755, not 1749, several fans point out.

Harold Waddington, age 76, who rallied railfans in a campaign that eventually helped block abandonment of the Denver & Grande Western's narrow-gage steam-operated Silverton branch, died a Silverton, Colo., last Feb. 16.

Forest Products Chemical Co. of Memphis, Tenn., which John Martin told about in Feb. '64 *Railroad*, went diesel last spring, reports Thomas Lawson, Jr., 2533 Montevallo Rd., Birmingham 13, Ala. They bought a 150-hp. GE diesel second-hand from a Birmingham scrap yard to replace their two steamers, Nos. 2 and 3. The 2-spot is being held in stand-by service. Built in 1929, she was the last regularly active Heisler in U.S. The 3-spot (Alco 1922) will probably be offered for sale.

RDG 2124, retired in Dec. '62, is preserved at Steamtown USA in New Hampshire. One of the remaining four T-1's (2100, 2101, 2102, 2123) may be preserved at Reading, Pa. A civic group is seeking funds to buy her. The road will not donate her but will sell for $7500, reports Bert Pennypacker. Three Reading "Iron Horse Rambles" will be run this fall.

WP&Y narrow-gage steam loco 52 was towed to Skagway behind a special train shortly before the big earthquake hit Alaska, reports Walt Thayer. Rescued through the efforts of Carl E. Mulvihill, Box 191, Skagway, Alaska 99840, she will be restored at Skagway Shops when money becomes available. Carl sells pix of her, 25¢ for 35mm, $1.50 for 8x10.

The Chesapeake & Ohio has 3 "fireless cookers" still on its property, Nos. 35, 36, and 37, reports Jack Emerick, C&O assistant trainmaster at Elk Yard. Only 35 is in daily active service—on the island plant tracks of Union Carbide at South Charleston, W. Va. Jack has ridden her many times.

"It's a treat to hear the shrill peanut-roaster whistle on this fat little 0-6-0," he says. "Our crews use a diesel until they're ready to work the Union Carbide tracks, on which only the cooker can run. Then they park their 1000-hp. Alco yard engine and take No. 35. Three Norfolk & Western Class A 2-6-6-4's are parked right next to No. 35. No fan visits the island without a pass, obtained in advance."

H. Reid supplies this current list of West Virginia steam power: Cass Scenic near Greenbank:

Cass Scenic near Greenbank: Shays 1, 4, 5. Also: Ely-Thomas active Shay No. 2 at Fenwick.
Stored and display: E-T Shay No. 3 at Fenwick.
C&O: fireless cookers mentioned by Jack Emerick. C&O displayed: 2-8-4 at Logan; 2-8-4 at Coonskin Park, Charleston; 1308 at Huntington; plus 4-6-4 and others stored at Huntington and/or Peach Creek, Logan.
N&W: 2-8-0 on display, Bluefield.

VGN 0-8-0, Class SA, displayed at Princeton (only VGN steamer left).

Elk River Coal & Lumber 2-8-2 No. 10 displayed at Huntington.

Ex mining co. 0-4-0T displayed at Beckley.

N&W 2-6-6-4's mentioned by Emerick.

Meadow River Lumber: Shay and Heisler stored at Rainelle.

Middle Fork: Heisler and 2 Climaxes may be stored at Ellamore.

Elk River Coal & Lumber 2-8-2 No. 16 displayed at Richwood.

Plus Buffalo Creek & Gauley steamers mentioned in April Railroad Magazine.

Setouts and Pickups

Annual railroad passes, many rare, some dating back to 1873, are available at prices rnging from 50¢ to $1, being duplicates of those on exhibition at Railroad Museum Antiques, operated by Harry Kelso, Box 42, Pittsburg, Kan. 66762. Numerous switch keys can be bought at $2.50 each, 5 for $10; also switch locks, other railroadiana.

New Southern Pacific facilities at San Antonio, Texas, include a push-button sand delivery system for servicing diesel locomotives, the first facility of its kind ever built in this country.

The chassis of the world's super-express train, recently put into use on Japan's crack new Tokaido Line that whips between Tokyo and Osaka at speeds up to a maximum of 160 mph. is exhibited in the Japan Pavilion of N.Y. World's Fair. A wide-screen movie of this train is shown at The Pavilion, a theater on the fairgrounds.

A new Montreal-Quebec City passenger train, the *Champlain*, operated by Canadian National, goes into pool service June 14 as the fastest passenger train running between the two cities. All seats are reserved. This train is the former Reading *Crusader*, sold to CNR, according to Gerry Burridge, 65 Cremazie W., Quebec 6, P.Q., Canada.

A book rich with nostalgic flavor, "Historical Sketches of Early Railroading Days," illustrated, may be bought for $1.10 postpaid from the author, William Schultz, a retired oldtimer who spent many years with bridge and building gangs on the Cotton Belt. It's printed on good paper. Bill lives at 627 W. Jefferson Ave., Jonesboro, Ark. 72401.

Annual awards were made by Trinity Valley Railfans, Inc.: Golden Spike trophy to the Santa Fe as the year's most outstanding railroad, based on its $24 million investment in new passenger equipment, its advertising program, and its promotion of passenger sales with special trains, etc.; and Silver Spike trophy to T.W.M. Long, president and general manager of Reader RR. in Arkansas, for the unusual steam service on his 23-mile line.

A new chapter of the NRHS is being organized for residents of Morris, Sussex, and Warren counties, N.J., by Raymond Stokey, 3 Meadow St., Denville, N.J., and M.C. Wikman, Mt. Olive Rd., Flanders, N.J. Fans in area, please write.

George McEvoy, school principal of Bowdoinham, Me., has bought the abandoned Maine Central passenger station at Freeport, has moved it to Southport, and is turning it into a museum to display his large collection of railroadiana.

Record review by Howard Shottenfeld: "Freight and Fan Trip," $4.95 from R4 Recordings, 113 Elm Street, Sandwich, Ill., presents nostalgic sounds of Burlington steam (Hudsons, 2-10-4's, 4-8-4's Mikes, and a 2-8-0) in its last years. One side is devoted to 1956 freight action, the reverse to 1956-'62 fantrips. The recording is only fair (rather like the early Paramount and Gennett electrical efforts, jazz fans), the editing is not professional (some tracks are cut off abruptly), the 21 sequences are not separated into bands, and there are no jacket notes to supplement the narration. But several moments of real good stack and whistle talk should interest the Q's many admirers and we recommend this new record to those who don't insist on technical perfection.

Coming Events

June (day undecided as we go to press): Pacific Loco. Asso., 3904 19th St. San Francisco, Calif. 94114, sponsors McCloud River fantrip with open cars pulled by 2-6-2 steamer No. 25. Write PLA for details.

June 6-13: 6th annual "Journey to Yesterday" from Chicago, Ill., to Silverton, Colo., via CB&Q and D&RGW, sponsored by Illini RR. Club, P.O. Box 62, Champaign, Ill.

June 13: N.Y. Div. of ERA and North Jersey Chapter of NRHS co-sponsor trip over electrified N.Y. Div. of the New Haven, using 1962-vintage MU cars. Lv. Grand Central Term 9 a.m. Photo stops, incl. Bay Ridge, Cedar Hill yard, NH engine yard, and on Hell Gate Bridge. Fare $12, kids $6. Make checks or money orders payable to Gerald H. Landau and mail to ERA, Gen. P.O. Box 1892, New York, N.Y. 10001.

June 14: "Flag Day Special" steam excursion

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leaves Jenkintown 7:30 a.m. and Wayne Jct. 7:45 a.m. to Indian Echo Cave and Hershey, Pa., "chocolate town." Round trip $11, kids $6.35. Tickets, flyers, etc., obtainable from Passenger Representative, Reading Co., Reading Terminal, Philadelphia, Pa. 19107.

June 20-21: "Trolleymen's meet," Sat. and Sun. afternoons, Lake Shore Elec. Model RR. Club, 15209 Detroit Ave., rear, Cleveland, O.; and Sun. 10 a.m. to noon, ride Columbia Park & SW, $2.

June 27-28: Trolley week-ends in Cleveland, O., sponsored by Euclid Railfans' Club. On Saturday, the 1¼-mile Columbia Park & Southwestern will operate rare equipment. Special overnight rate for hotel rooms. Sunday: two trips, morning and afternoon, Shaker Hts. and CTS rapid transit, using SHRT freight motors in train, and car No. 12. Contact Geo. Badstuber, 21701 Maydale Ave., Euclid, O. 44123.

From May 30 thru Oct. the CP&SW, operated by Gerald Brookins, will operate week-ends 1 to 6 p.m. at 7100 Columbia Rd., at Olmsted Falls, 17 miles SW of Cleveland. Charter and special trips on week-days. Roster incl. ex-Veracruz 4-wheel open cars, AF&FR lightweight interurbans, CA&E heavy wooden and steel cars, and Cleveland Ry. drop center cars.

July 4 and Aug. 1: starting dates for 2 tours operated by Four Winds Travel, Inc., 175 5th Ave., New York City, each 10,000 miles by rail from New York via New Orleans to Mexico City and back to N.Y. via Los Angeles, San Francisco, Grand Canyon, Chicago; entertainment aboard train, many stopovers, 23-day package tour incl. luxury hotels, $1095.

All-raile route through U.S. and Mexico of 23-day summer "package" tours.

July 11-18: New England shortlines tour in bus chartered by Euclid Railfans' Club, originating at Cleveland, covers EBT, Ma & Pa, Strasburg, Phila. Suburban (incl. ex-Electroliner fantrip), Branford, Edaville, SM&N, Leatherstocking, A&A. Get info. on all-expense tour from Geo. Badstuber, 21701 Maydale Ave., Euclid, O. 44123.

July 12: 6-hour fantrip over MTA lines, Boston, Mass., with photo stops, sponsored by NRHS, Lehigh Valley Chapter; fare $5. No reservations accepted after July 6. Contact Gerhard Salomon, 530 Cleveland St., Allentown, Pa.

July 26: Belfast & Moosehead Lake gondola-car trip from Belfast to Burnham Jct., Me., 33 miles, and return over frt.-only city-controlled rr., sponsored by Downeast RR. Club, Box 196, Brunswick, Me. Ride alongside river and lake, photo stops. Lv. Belfast 10 a.m. Fare $4.50, kids $2.25, plus $1.50 for barbecued chicken dinner. Advance reservations only.

Aug 3: next issue of Railroad Magazine (Oct.) hits news-stands.

Aug 7-14: CNR "Northern Lights Special" from Winnipeg to Churchill on Hudson Bay, package tour approx. $175. Contact any travel agent or CNR ticket agent.

Sept. 3-7: NRHS annual convention at Newark, N.J., incl. various trips. Get details from George C. Springer, 706 Graisbury Ave., Haddonfield, N.J.

Sept. 19-20: NWP special train to Eureka celebrates 50th anniversary of completion of line.

Sept. 19-Oct. 30: R&LHS, Pacific Coast Chapter, tours rail lines of Japan and Hong Kong plus Hawaii visit. Contact Arthur Lloyd, tour director, 974 Pleasant Hill Rd., Redwood City, Calif.

Our Locomotive Rosters

In next issue (Oct., out Aug. 3) we plan to publish rosters of Colorado shortlines and the Ferrocarril de Chihuahua al Pacifico.

Comments on April '64 rosters: Al Miller of Glendale, Calif., says road number of TC&GW NW2 is 1, not 52. Ed Fulcomer says our D&RGW note 2 should have listed the following units traded in for GP30's: 5403-5404, 5412-5414, 5423, 5431-5432, 5442, 5444, 5451, 5453, 5461, 5473-5474.

Zeno Hansen claims the UP never had an M-10007. Our unofficial information indicates it did have; such a unit fits neatly into the renumbering pattern. But perhaps he is right. He also says the correct renumbering of M-10000 series is: M-10003A, B, renumbered CD-07A, B; M-10004A to LA-4A (1st) to CD-06C; M-10004B to LA-4B to CD-05C; M-10005A, B to CD-05A, B; and M-10006A, B to CD-06A, B.

Other UP fans with opinions, pix, or data that might help clarify this, please write.

Concerning N.Y. State shortlines roster (Feb. '64) Ronald Sims and Dick Palmer report: Nor. & St. L. owns two GE 70-tonners, Nos. 10, 11, 600 hp., built 1956. Lowville & Beaver R. owns 44-tonner, built 1947 by GE, road No. 1947. FJ&G owns two Alco-GE S2's numbered 20, 21, built 1945-'6, 100 hp. each, also No. 30, GE 44-tonner, built 1941 for Wash. & Old Dom. as No. 47. Massena Term. owns S4 Alco-GE No. 11, built 1951, Alco-GE S2, built 1941, No. 12, and HH600 Alco No. 13, built 1936, probably scrapped now.

Lack of cooperation by the Central of Georgia (now under Southern Ry. control) necessitated our canceling the CofG roster scheduled for the current issue. The Southern has long refused to answer our requests for roster details. John Parker of Aiken, S.C., says note 13 in our Southern System roster (Oct. '62) should have read "off Southern's active power."

We quote John E. Parker, Rte. 1, Box 106 G, Aiken, S.C. 29801: "Not all Southern 6800 series FT A units have been scrapped. The Georgia & Florida is operating one, No. 801. Changes have been made in the Augusta, Ga.; area since the Southern acquired control of CofG and G&F. The latter two roads' diesels are now painted SR black. G&F units have been rebuilt with roller-bearing trucks to upgrade them for pool service with other SR units. Carloadings are up; SR freight train from Columbia needs 4800 hp. instead of the previous 3200. The 3 roads jointly are building a new yard, with engine-servicing and crew facilities and a shop.

John runs a photo service and sells 2 large lists, steam and traction pix, at 10¢ a list. He offers an addition to Elliott Kahn's "Not Listed in The Official Guide": J. M. Huber Corp., Langley, S.C., 1.5 miles, one GE 30-ton diesel.

Victor Hand, 1620 Ditmas Ave., Brooklyn, N.Y.

Canadian Ry. Historical Society fantrip, in 1960, near St. Lin Jct., Quebec.

CB&Q tank at Ferryville, Wis., overlooks Mississippi River.
Don Wachuta, 532 N. Michigan St., Prairie du Chien, Wis.

On Canadian Pacific branch, Duncan to Cowichan Lake.
V. Scarborough

W.L. Kapfer, Rockford, Ill.
(Right) On Milwaukee Rd. at Davis Junction, Illinois.

On the M&E at Whippany, N.J.
Jack Emerick

D&RGW tank at Bond, Colo., is now used to provide drinking water.

Reading 2124 at Gordon, Pa., on 1961 Iron Horse Ramble.
Jack Emerick, assistant yardmaster, Chesapeake & Ohio

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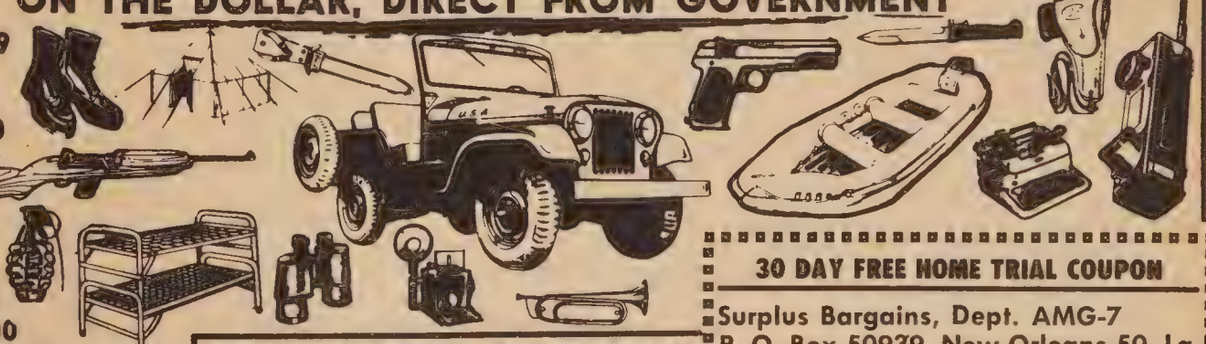

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TRANSIT TOPICS

A TWO-YEAR trial operation has been started by Chicago Transit Authority to determine whether or not fast service between Howard Street in Chicago and Dempster Street in Skokie, Illinois, can pay its way. The cost of rehabilitating this part of the abandoned North Shore Line is estimated at $523,825. It is being paid by CTA, the City of Skokie, and a $349,217 Federal grant. Four high-speed CTA cars on the demonstration project are burnishing the rails over the Skokie route at an average speed of 46 miles per hour.

Steve Maguire

According to George Krambles, superintendent of CTA Planning and Operations, this project tests the economic feasibility of linking a fast-growing suburban area of medium density with a big city by means of rail transit. It also seeks to develop, through studies and surveys, data that public officials, city planners, and transit operators elsewhere could use in deciding whether or not to provide similar service in their own areas.

To quicken the changeover from third rail to overhead wire, the Skokie cars have been fitted with pantographs that can be raised or retracted by the motorman pressing a button in his cab. Newest addition to CTA's equipment is a line car of the North Shore Line bought from Hyman Michaels for $5,000 to maintain overhead trolley wire. Built by Cincinnati Car Co. in 1923, it ran on the North Shore Line for 39 years as No. 606, then was rebuilt in CTA's Skokie shops and renumbered S-606.

This rebuilding included the installation of insulated trolley blocks (third-rail power-collecting devices), replacing the car ends, cutting down the roof to clear platform canopies, and repainting the body bright yellow. Bins inside the car hold tools and materials necessary in maintaining trolley wires. A low-voltage battery circuit operates sealed beam headlights and tail lights and powers the trainphones which maintain contact with CTA's Operations Control Center in the Merchandise Mart. Electric heaters replaced an old pot-belly stove.

CROWDED New York subways are carrying millions to the World's Fair. Trains run directly from Times Square and Grand Central at 5-minute intervals, special non-stop service, connecting with all of the city's other subway lines. Travel time is 20 minutes, fare 15¢, on 400 air-conditioned IRT subway cars bought especially for this run. A new IRT station is located near the main gate to the Fair.

The Long Island also has a depot there. Its travel time from Penn Station, Manhattan, to the Fair is 15 minutes for 50¢—five times the cost of a train ride over the same route to the 1939-'40 Fair! We don't know many people whose income rose at that rate in the past 25 years.

MONORAIL will be built and operated between Chicago and Milwaukee if a Milwaukee-based group of financiers succeeds in floating a bond issue for that

(Left) Open bench car from Veracruz, Mexico, now belongs to Texas Transportation Museum, Dallas. We see it carrying a group of Museum officials and local politicians, including the mayor, W. W. McAllister, Sr. (above), who faces camera posing as a motorman.

purpose, reports J. David Conrad, 7700 N. Eastlake, Chicago, Ill. 60626.

"GLASGOW'S subway is unusual," writes Elliott Kahn, 75-48 183rd St., Flushing 66, N.Y., commenting on the "Subways of the World" article in our February issue. "This Scotch electric line is 4-foot gage and has grades up to 6¼ percent on its 6.6-mile loop. It is double-tracked, with no turnout on the entire system. A car that needs servicing is stopped on a piece of track above an elevator mechanism which takes it up to ground level for a transfer table to move it onto a repair track.

"London's Underground, half of which is in the open, serving the big city and suburbs, used to be known for its red rolling stock, 'toy' train track (inside 3rd rail). The track is still there but the system has been re-equipped almost completely with unpainted aluminum cars.

"Although London's system is nearly as long as New York's, it carries only half as many passengers, with slower and fewer trains. New York straphangers might be surprised at its fabric-covered seats and arm rests. Some cars even have built-in ash trays, for the Underground operates smoking cars despite the continuing drive by the British Ministry of Health to warn the public that cancer and heart disease are often caused by cigarettes."

Another overseas subway, the Vienna *Schnellbaum*, is covered by an illustrated article in Feb. '64 issue of *Headlights*, monthly magazine of Electric Railroaders' Asso., 145 Greenwhich St., New York, N.Y. 10006. Subscription: members free; others $4.50. (Dues $4 year, $1 initiation.)

WITH RIDERS declining the Chicago South Shore & South Bend has cut the number of its weekday trains from 66 to 51, with comparable week-end cuts, and has added 5 to 10 minutes to its schedules and cut back some through trains between South Bend and Michigan City, we learn from Alex Darragh and Jim Johnston. Jim adds that in 1933 trains ran between Chicago and South Bend in 110 minutes. Today, even with better equipment and a modernized right-of-way, the time is 130 minutes. He says mournfully, "When you slow down a schedule and kill trains, there isn't much left."

IOWA TERMINAL RR., formerly the Mason City & Clear Lake, has taken over the Charles City & Western, reports R. B. Hufstader, 3422 Jones St., Omaha, Neb. The little road is now a division of the larger one, which has abandoned its 7 miles of track to Colwell, where freight business for years was almost nil.

Mr. Hufstader says scrapping of unsold North Shore interurban cars is just about finished. The Iowa Chapter of NRHS bought car 727 and shipped it to Centerville for use in fantrips on the Southern Iowa electric line. There it joined two other classic interurban cars: Waterloo, Cedar Falls & Northern 100 and Chicago, Aurora & Elgin 320.

In Des Moines, diesel buses replaced the last trolley buses in January.

FIRST open trolley in many years was running in San Antonio, Texas, early this year after arriving on a flatcar from Veracruz, Mexico. This car, single-trucked No. 6 (Brill, 1907), was bought by a new San Antonio transit museum through the gift of a civic-minded resident. It was the last open trolley left in Veracruz. Gerald Brookins acquired two others in 1962 and shipped them to his Columbia Park & Southwestern at Olmstead Falls, Ohio.

On reaching San Antonio, No. 6 was unloaded onto the tracks of Texas Transportation Co., a trolley freight line. When its controller was notched up, it became the first streetcar to run in that city since trolley service ended there April 29, 1936. Much credit for arranging the purchase and shipment is due to the Electric Railroaders Asso., Texas Division, which publishes a monthly letter edited by Rod Varney, 206 Milam Bldg., San Antonio.

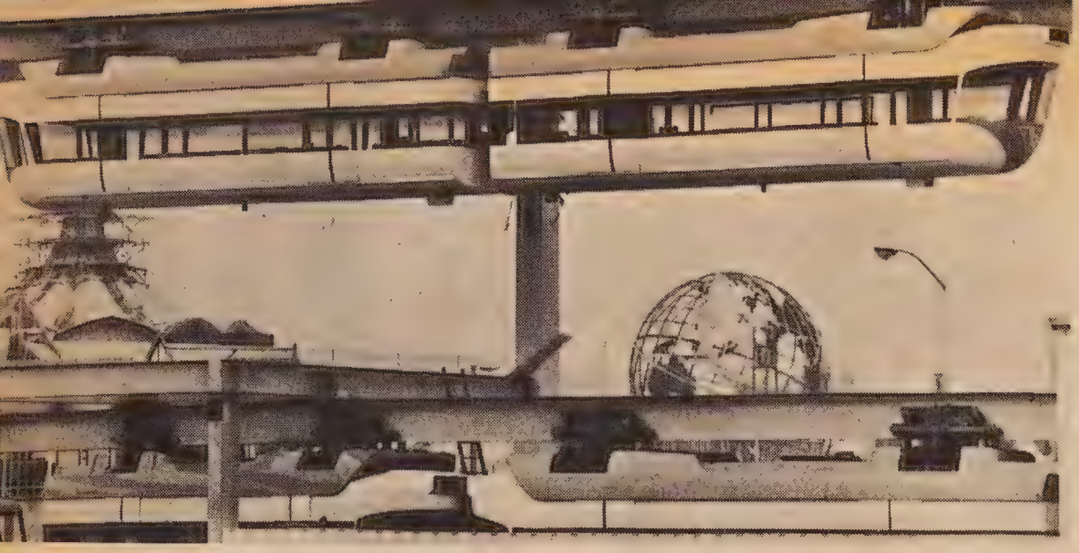
AFTER laying idle for more than 30 years, the partially graded roadbed extending east along Shaker Boulevard from the Green Road terminal of Shaker Heights Rapid Transit may yet see tracks and rail operation, at least for two miles to Brainard Road, writes Ted Taetsch, 14218 Garfield Ave., Lakewood 7, Ohio.

Interest in the long-dormant plan to extend track east of Green Road was revived by a proposal to build a new 8-lane freeway through Shaker Heights. The residents do not want such a freeway. In fighting the project, they feel that if the land originally intended for rail operation by the late Van Sweringen brothers more than 30 years ago were used for trolleys it would help their cause.

According to Ted, it would cost about

John J. Bowman, Jr., 314 N. Lime St., Lancaster, Pa.

District of Columbia Traction car 766 is framed by the gate to Soldiers' Home on 1957 fantrip sponsored by Washington Electric Railway Historical Society.



The Monorail and the Unisphere are widely-publicized features of the New York World's Fair. Seven air-conditioned trains 40 feet above ground encircle the amusement area in a seven-minute trip that gives passengers a spectacular view.
American Machine & Foundry Co.

$300,000 to complete the two miles of track. The last SHRT bonds will be paid in August; with the line debt-free, a loan for the extension would be practical.

THIRTY-FOUR new, air-conditioned, electric cars costing $5,866,360 are being built by Pullman-Standard for the Port of New York Authority to run on New York Central commuter lines out of Grand Central Terminal to Harmon and North White Plains, under the New York State railroad equipment plan, to carry 4400 daily passengers. Each car is 85 feet long and weighs 115,000 pounds, with 75 mph top speed.

Says Governor Rockefeller: "These cars represent one more important step in the state's program of strengthening public transportation in the New York metropolitan area. The New York commuter car program, including this order, will have provided commuters with 117 new air-conditioned cars, with a capacity of 15,400 passengers, at a total cost of about $19,300,000. Total annual rental payments for the use of the 83 cars delivered thus far to the New York Central and the Long Island are $1,815,000."

Under this program the Central in 1962 acquired 53 new cars with a seating capacity of 7,000 at a cost of more than $8 million. Last fall the Long Island received 30 with about 4,000 seats.

"BACK in 1898," writes L. E. Burnett, 24 Parkwood Ave., Mill Valley, Calif. 94943, "I was agent and operator for the Manhattan Elevated Railway at Third Avenue and 42nd Street, uptown side, a few yards from the present offices of *Railroad Magazine,* and I often sold tickets to prize-fighter John L. Sullivan en route to his training quarters uptown."

HOTSHOT Milwaukee Road freight, that made 55½-hour time between Chicago and Seattle, is now running all the way through both electrified divisions without changing the diesel GP 30's tied on the front end, reports *The Sounder,* newsletter of the Puget Sound Historical Association. Rumors of de-electrification of the juice divisions have been heard for 30 years, but the 50-year-old box cabs and post-war "Little Joe's" are still moving freight over the Rockies and Cascades, even with diesels occasionally teamed in multiple unit with them.

LONDON (Ont.) Public Utilities Commission, operating the London & Port Stanley Ry., seeks to discontinue service on the entire line, citing annual losses of nearly $40,000, reports *The Michigan Railfan,* publication of Michigan Railroad Club. Asking price of over one million dollars for the line is believed too high to bring a prospective buyer. The L&PS quit passenger service in 1957, but a lone passenger car was used on express runs until 1962. An illustrated story of the line appeared in October '63 issue of *The Michigan Railfan*—which, however, does not contain a mailing address.

PITTSBURGH RAILWAYS CO. is out of the transportation business. In the cold early morning of last March 1, ownership of the trolley, bus, and incline lines was acquired by the Port Authority of Allegheny County in a complicated simultaneous maneuver involving 30 different companies.

Litigation over the change seems inevitable; unless a compromise is found, Pittsburgh Rys. may possibly regain its entire system. For PA didn't take all company property. It didn't acquire, for example, 105 trolleys, 40 buses, car bars, some trackage, even a small crane in Homewood Shops. Jim Cerney and Ed Surosky sent us this news.

BOMBAY, India, no longer has streetcars; buses ousted them March 31, reports Walt Thayer, Wenatchee, Wash.

SAN FRANCISCO cable cars are listed as *movable* landmarks in *Registered National Historic Landmarks* by Secretary of the Interior Udall, reports Ralph Kerchum, a school principal, 4350 Bridgewater Dr., Oakland, Calif. The Boston subway also is a national landmark. Bronze plaques will be awarded to each landmark.

GREATER BOSTON AREA. "On Feb. 26, 1963, the MTA unveiled its 10-year expansion program," writes Larry Mills, 72 Toxteth St., Brookline, Mass. 02146. "This program turned out to be exactly what *Railroad Magazine* had predicted in Aug. '62. It was much closer to *Railroad's* prediction than I had expected, and it called for abandonment of all trolley lines and conversion of the Highland branch to high-level rapid transit.

"Some public officials protested. Since then, bills have been filed in the State Legislature calling for extension of the Harvard-Ashmont line via a subway under Massachusetts Avenue, extension of the Everett-Forest Hills route, elimination of the Jamaica Plain and Roxbury el structure, extension of Huntington Avenue subway, abandonment of Arborway trolley line, operating subway shuttle trains, and extending Commonwealth Avenue subway, dooming trolley lines on that avenue."

Above is a brief summary of Larry's interesting comments. If we had run his long letter in full we would have had to omit half the entire present wordage of this department to make space for it! So please keep your letter short. Give other readers a break. They, too, like to have their ideas printed. Our preferred length for a letter to this department is two or three short paragraphs.

MUSEUM NEWS: Seashore Trolley Museum at Kennebunkport, Maine, celebrates its 25th anniversary July 5th with a special program. Seashore is the only such museum operating daily all summer. For details contact Henry Brainerd, 10 Upland Rd., Wellesley, Mass. 02181.

Orange Empire Trolley Museum,

Homer G. Benton, Minneapolis, Minn.
Twin City R.T. car 1300, property of Minneapolis Railfans, is running on rails of Minnesota Transfer Railway.

Green Bay Traction car 106 rolling into Wrightstown, Wis., 58 yrs. ago.
Stephen D. Maguire collection

One old South American city in which open bench cars are still being operated is picturesque Campinas in Brazil, where we see pictured a "meet" on a single-track line.
Earl W. Clark, 825 Taft Rd., Cincinnati 6, Ohio

P.O. Box 501, Perris, Calif., is raising funds through sales of railroadiana by bi-monthly auction. Bid sheets will be sent to anyone on request.

Ohio Railway Museum at Worthington sends us its summer operating schedule; Sundays 1-5 p.m. from May 1 to Oct. 31; Saturdays 2-4:30 p.m. from July 4 to Sept. 4. This museum has finally obtained consent to erect a bridge across Granville Road, a state highway, connecting its two now-separated portions of right-of-way along the route of the abandoned CD&M Ry. The original bridge was razed after abandonment of the interurban line. Funds are needed for this project. Authorities have given the museum a limit of 4 years in which to complete rebridging the road that underpasses the museum's right-of-way.

Glenwood Electric Ry. museum at Glenwood, Ore., has 2057 feet of track and nearly as much wire erected, writes Ellis Ross, Box 8811, Portland 8, Ore. It opened Memorial Day. Among cars at the museum are B.C. Electric 1304, ex Oregon Electric observation lounge car *Champoeg* (later a PGE trailer), and Portland Traction 4022, ex Pacific Electric. *The Council Crest* car from Portland is now on standard trucks, shipped from Australia.

New Publications

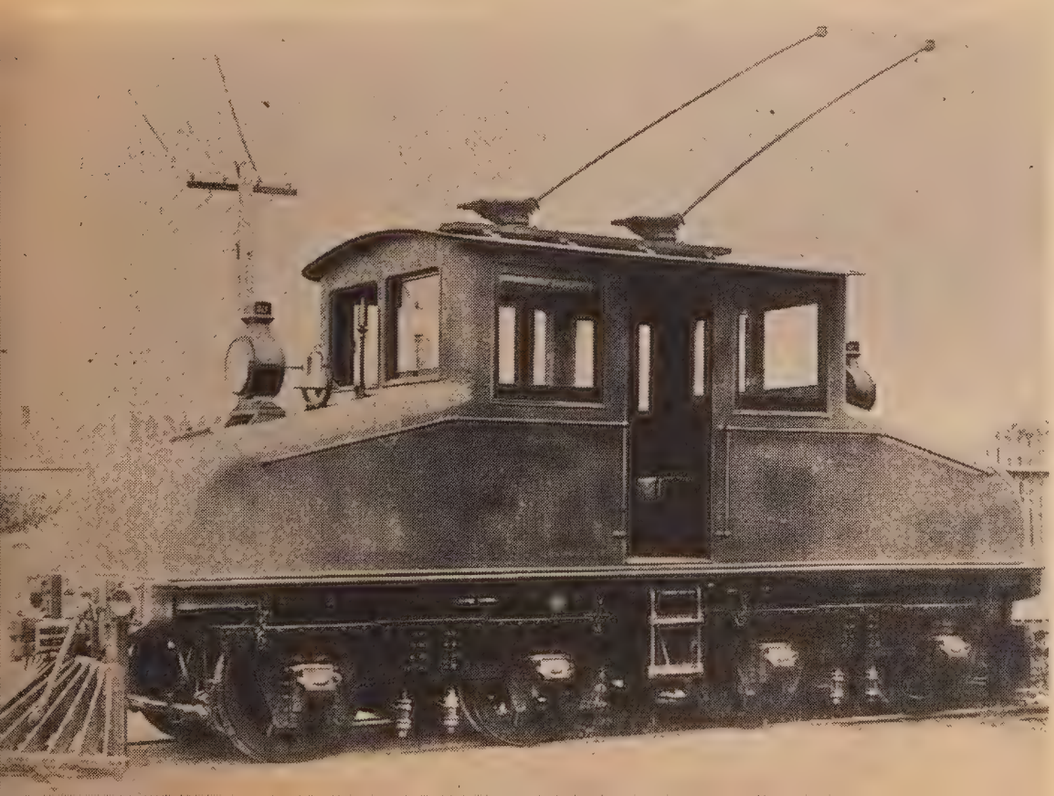
Tramcar Treasury, by Dennis Gill, 160 pages 160 illustrations, 7½x10", hard cover, published by George Allen & Unwin, Ltd., 40 Museum St., London, W.C. 1, England, sells at $6.

The development of British tramcars, with occasional references to other streetcar lines, is told in this study of the rise and decline of streetcar transportation. Although the world's first horse tramway began operating at Swansea, Wales, back in 1807, British street tramways more accurately date from the first city horse tramway installed at Birkenhead in 1860 by an American, George F. Train. Development thereafter generally followed the same type of experimentation as in America, with the electric car taking over in cities in the early 1900's.

The author covers recent years of British traction comprehensively and has some interesting stories of tramways elsewhere, making a good reference book of tramway lore, including war and tragedy. In a few spots, however, he could have better devoted space to his subject rather than to a series of tramway fan letters and personality sketches.

This book has many rare photos in its fine lot of illustrations and they are reproduced well. It reminds one of *Trolley Car Treasury* and may well become as popular in Britain as the American *Treasury* is in the States.

General Electric, Schenectady 5, N.Y.
Oldest electric loco now in service, *Black Maria*, built by GE in 1894 for Cayadutta Electric Ry., has been working for Ponemah Mills, Taftville, Conn., since 1895.



SACRAMENTO NORTHERN ALBUM, by Ira L. Swett, 1416 S. Westmoreland, Los Angeles, Calif. 90006, with 138 illustrated pages, 8½x11", is a fine nostalgic collection of photos of a traction line now gone almost a quarter-century. The use of Duotone in a greenish tint on many pages reproduces the actual color of the trains accurately. This is a real asset, since few color views of the line were ever taken. Price $3.

THE TOLEDO, PORT CLINTON & LAKESIDE RAILWAY, by George W. Hilton (co-author of THE ELECTRIC INTERURBAN RAILWAYS IN AMERICA), has 60 illustrated pages, 8½x11", with excellent scale drawings and a map. Published by the Electric Railway Historical Society, Box 3305, Chicago 54, Ill., this history emphasizes the traction line's economic features. Roster of electric cars as well as ferries to Sandusky is most complete. Price $3.

FIRST STOP CENTRAL: The Electrified System and Cars of New South Wales Government Railways, by David R. Keenan and Howard R. Clark, hard cover, 6½x9½", 138 illustrated pages, deals with the 145-mile city interurban lines linked to the great suburban electric rail system spread out from Sydney. Including a history of the MU cars and electric locos, plus detailed rosters, it is the only complete chronicle of this network we've ever seen. Newest equipment consists of 40 stainless-steel cars built in Australia in 1955 under a Budd patent. The so-called "interurban" cars, running in long trains, could be classed more accurately as suburban MU's. The Australian Electric Traction Asso., 73 Lang St., Croydon, N.S.W., Australia, sells the book for $4 postpaid. ●

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Shortlines of California

Roster compiled by Sy Reich

Alameda Belt Line

RR. Class	Road Nos.	HP	Builder	Builder's Model	Wheel Arngt.	Tract. Effort	Weight	Date	Notes
——	D-1, D-3	660	Alco-GE	S1	B-B	59,700	199,000	1942-6	4, 5
——	D-4, D-5	1000	Alco-GE	S2	B-B	69,000	230,000	1944	1

Almanor Railroad

Owns one locomotive, the specifications of which are unknown to us.

Amador Central Railroad

Owns one locomotive, the specifications of which are unknown to us.

Arcata & Mad River Railroad

Owns three locomotives, the specifications of which are unknown to us.

California Western Railroad

——	51-52	750	BW	DS 4-4-750	B-B	49,625	198,500	1949	
——	53	1000	BW	DS 4-4-1000	B-B	58,750	235,000	1949	2

Camino, Placerville & Lake Tahoe Railroad

——	None	400	GE	44-ton	B-B	22,000	88,000	1953	

Central California Traction Company

——	25-26	380	GE	44-ton	B-B	26,500	88,000	1946	
——	30-32	600	GE	70-ton	B-B	41,300	140,000	1947	3
——	40	660	Alco-GE	S1	B-B	59,700	198,000	1942	4

Feather River Railway

70-3	1	——	Lima	Shay	3T	30,350	165,400	1921	6
90-3	2	——	Lima	Shay	3T	40,400	205,600	1922	7
90-3	3	——	Lima	Shay	3T	40,400	204,700	1923	7
?	91	——	Lima	Shay	?	?	?	1928	8
——	8	300	GE	45-ton	B-B	27,000	90,000	1951	9
——	102	900	GM-EMD	SW900	B-B	57,040	231,310	1959	10

Harbor Belt Line Railroad

Owns no equipment; uses UP, SP, PE, and ATSF equipment.

Holton Inter-Urban Railway

Owns no equipment.

Los Angeles Junction Railway

——	1-5	1000	Alco-GE	S2	B-B	57,500	230,000	1941-9	
——	6-7	1000	Alco-GE	S4	B-B	57,500	230,000	1950-3	

Los Angeles Union Passenger Terminal

Owns no equipment. SP, ATSF, and UP use its facilities.

McCloud River Railroad

——	25	——	Alco	——	2-6-2	28,800	234,800	1925	
——	28-29	1500	BW	DRS 6-6-1500	C-C	87,300	291,000	1948-50	
——	30	1200	BLHW	S-12	B-B	71,760	?	1953	11
——	31	800	BLHW	S-8	B-B	60,000	202,000	1953	13
——	32-33	1200	BLHW	RS-12	B-B	72,510	241,700	1955	
——	34	1600	BLHW	AS-616	C-C	98,760	329,200	1952	12

Modesto & Empire Traction

Owns three locomotives, specifications of which are unknown to us.

Northwestern Pacific Railroad

Owns no locomotives; uses SP motive power.

Oakland Terminal Railway

——	101	1000	BW	DS 4-4-1000	B-B	68,100	227,000	1948	

Pacific Electric Railway

?	1646	190	Plymouth	?	B	5,000	40,000	1935	14
?	1647	?	Plymouth	30-ton	C	15,000	60,000	1951	15
DS-205	1650-1654	380	GE	44-ton	B-B	22,000	88,000	1944	16

Petaluma & Santa Rosa Railroad

?	1-4	380	GE	44-ton	B-B	22,000	88,000	1942-6	17

Quincy Railroad

——	2	——	Alco	——	2-6-2	21,400	119,700	1924	
——	3	380	GE	44-ton	B-B	26,400	88,000	1945	

Sacramento Northern Railway

142	142-147	380	GE	44-ton	B-B	22,000	88,000	1946, 2	18
201	201-202	600	GE	70-ton	B-B	41,300	139,000	1955-6	
301	301A, D, WP 801D	1500	GM-EMD	F3A	B-B	59,000	237,000	1948	19
652	652-653	1000	GE	Electric	B-B	31,300	125,000	1928	
654	654	1000	GE	Electric	B-B	31,600	127,000	1930	

San Diego & Arizona Eastern Railway

Owns no motive power; uses SP locomotives.

Santa Maria Valley Railroad

——	10, 20, 30, 40, 50	600	GE	70-ton	B-B	35,000	140,000	?
——	60	700	GE	70-ton	B-B	35,000	140,000	?

Sierra Railroad

——	40, 42	1200	BLHW	S-12	B-B	60,000	240,000	1955	
——	3	——	Rogers	——	4-6-0	17,470	100,000	1891	20
——	28	——	Baldwin	——	2-8-0	30,750	142,000	1922	

State Belt Railroad

—	20-25	1000	Alco-GE	S2	B-B	69,000	230,000	1943-5	1

Stockton Terminal & Eastern Railroad

—	10-11	300	GE	45-ton	B-B	27,000	90,000	1941	21
—	12	380	GE	44-ton	B-B	22,000	88,000	1943	22
—	22	500	GE	80-ton	B-B	48,000	160,000	1942	23

Sunset Railway

Owns no equipment; uses ATSF and SP locomotives.

Tidewater Southern Railway

735	735	380	GE	44-ton	B-B	26,400	88,000	1946	24
741	741-743	600	GE	70-ton	B-B	41,300	137,600	1948, 53	25

Trona Railway

—	50-51	2000	BW	DT 6-6-2000	C-C	106,380	354,600	1949	
—	52	1600	BLHW	AS-616	C-C	107,220	357,900	1954	
—	53	1600	BLHW	AS-616	C-C	97,500	324,980	1951	26

Ventura County Railway

Owns three locomotives, specifications of which are unknown to us.

Visalia Electric Railroad

DS-200	501-502	400	GE	44-ton	B-B	26,400	89,000	1945	27

Yreka Western Railroad

—	18	—	Baldwin	—	2-8-2	?	140,000	1915	28
—	19	—	Alco	—	2-8-2	?	140,000	1914	28
—	two units	600	Alco	S1	B-B	49,750	199,000	1940	29
—	601	800	GM-EMD	SW8	B-B	57,500	230,000	1952	30

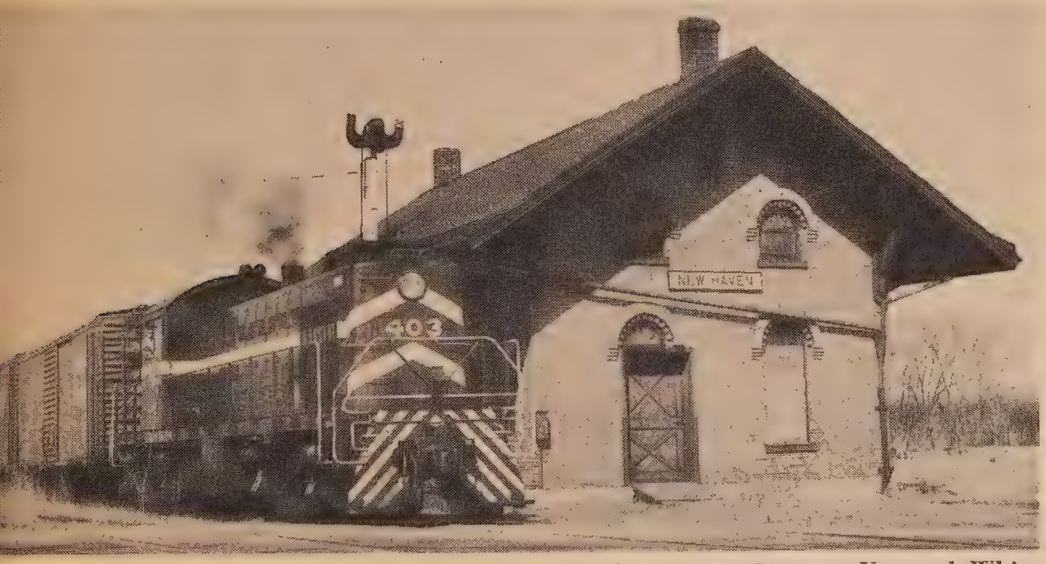
California Shortline Notes

Roster based on data supplied by superintendents of Alameda Belt Line, Georgia-Pacific Corp. Feather Falls Div., L.A. Union Pass. Term., Oakland Term. Ry., and State Belt RR.; president of Camino, Placerville & Lake Tahoe RR.; vice president and gen. managers of ST&E and Sierra RR.; chief mechanical officer and gen. public relations manager of SP, asst. gen. manager and auditor of California Western; master mechanics of Santa Maria Valley, McCloud River RR., Harbor Belt Line RR., and Central Calif. Traction; mechanical superintendents of Trona Ry. and ATSF; president and gen. manager of Quincy RR.; manager of Visalia Elec. RR., and chief mechanical officer of WP.

Roster is generally accurate as of the first quarter of 1964. For the purpose of our rosters, a shortline is defined as any common carrier railroad listed in either the Pocket List of Railroad Officials or The Official Guide with less than 400 route miles of line.

Locomotive builders: Alco-GE—American Locomotive Co.-General Electric; BW—Baldwin-Westinghouse; GE—General Electric; GM-EMD—General Motors, Electro Motive Div.; UP—Union Pacific; SP—Southern Pacific; PE—Pacific Electric; ATSF—Atchison, Topeka & Santa Fe; BLHW—Baldwin-Lima-Hamilton-Westinghouse; Alco—American Locomotive Co.; and WP—Western Pacific.

(1) ABL 4 and 5, ex State Belt 20 and 22.
(2) CW 53, ex U.S. Army W8380.
(3) CCT 31, scrapped in 1963.
(4) CCT 40, ex ABL D-1, bought in 1963.
(5) ABL 2 off roster, stored at Alameda.
(6) Bought by Hutchinson Lumber Co.; sold to Feather River Pine Mills; on display at Oroville, Calif., 1961.
(7) Bought by Hutch. Lbr.; sold to FR Pine Mills; in service in 1964.
(8) Bought from Rayonier Logging Co. in 1958 for parts.
(9) Ex C.D. Johnson Lumber Co. (Toledo, Ore.) No. 8, bought in 1963.
(10) Ex Hammond-Calif. Redwood Co. (Samoa, Calif.) No. 102, bought in 1961.
(11) McCloud River 30 sold to Rayonier, Inc. (Seattle, Wash.) in 1963.
(12) McCloud River 34, ex SP 5253.
(13) BLHW records list this locomotive as 1200 hp. S-12.
(14) PE 1646, ex Texas & New Orleans 2, no longer on roster.
(15) No longer on roster.
(16) PE 1650, 1654 sold to T&NO, renumbered MW593 and 17. T&NO 17 sold to W. T. Carter, not renum., then to Moscow, Camden & San Augustine, not renumbered.
(17) P&SR 1 and 2 renum. SP 1904, 1905. No. 1904 sold to Pacific States Steel; then to Howard Term., renum. 9. No. 2 was first Lehigh Valley 61, then Rio Grande & Eagle Pass 10. No. 3 ex San Francisco & Napa Valley 50, then SP 206. No. 4 originally Vis. Elec. 501, then SP 1903.
(18) SN 142-146 was originally jointly owned with SF&NV.
(19) SN 301A,D, was WP 801D, ex New York, Ontario & Western 501 to 503. WP 801D owned by SN, leased to WP, SN 301A,D, originally SN 301, 302.
(20) Ex Prescott & Arizona 3.
(21) ST&E 10 bought from U.S. Army in 1947, scrapped 1959. No. 11 bought from U.S.A. in 1955.
(22) ST&E 12, ex ATSF 466, bought 1961.
(23) ST&E 22, ex U.S. Army, bought 1957.
(24) TS 735, ex TS 135, renum. in 1952.
(25) TS 741-743, ex TS 141-143, renum. in 1951.
(26) Trona 53, ex Southern Pacific 5249.
(27) Vis. Elec. 501 to SP, renum. 1903; then to P&SR, renum. 4.
(28) Ex McCloud River Railroad.
(29) Ex NP Term. Co. (Portland, Ore.) 30, 31.
(30) Ex Bamberger Railroad 601. •



New Vermont Ry. offers fast freight service between Burlington, Vt., and White Creek, N.Y., on former Rutland Railroad tracks. We see an 18-car train on this line southbound at New Haven, Vt., pulled by former Rutland locomotives No. 403.

Douglas Craig Wornom, 454 Riverside Drive, New York 27, N.Y.

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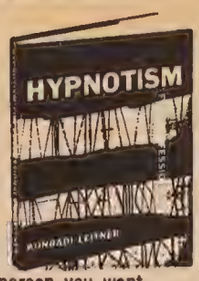

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A tight printing schedule compels us to close the *Switch List* long before publication date. As this magazine hits the newsstands, our next department is already closed. Entries for December issue (out Oct. 2) should reach us not later than July 20. Address Sy Reich, *Railroad Magazine,* 205 East 42nd Street, New York, N.Y. 10017.

LYMAN ACKERMAN, 250 W. B, Brawley, Calif. 92227, trades orig. 35mm color slides; wants DT&I info. and color slides.

HOWARD AMELING, 807 Court St., Fremont, O. 43420, sells steam, elec. pix, size 3½x5 to 8x10, many major, shortline, industrial, and logging roads, U.S. and Canada. List, sample 20¢.

C.T. ANDREWS, 4231 S.W. 38th St., West Hollywood, Fla. 33023, sells 4x5 and p.c. size pix LV, RDG, CNJ, L&NE, DL&W, D&H, Pa. short lines, stations.

HARRY ARMSTRONG, 22 Oelsner Dr., Northport, N.Y., wants pix Manhattan Beach locos, pass. cars.

LARRY AUSTIN, 808 Aetna Dr., Ellwood City, Pa., makes b&w 35mm slides of rr. pix, negs. (SSE). Sample 50¢.

M.B. AUSTIN, P.O. Box 904, San Maeto, Calif., cloth patch rr. emblems, 166 roads, some rare; illus. catalog 15¢.

JOHN BARTH, Jr., 54 Poplar St., Closter, N.J., sells steam, diesel, elec. 35mm slides, all size pix, DL&W, Erie, NYC, etc.; list 5¢.

HENRY BARTSCH, Rte. 1, Milton, N.Y. 12547, trades NYC rule bks. for color slides of locos, rr. scenes.

LOUIS BEAUDOIN, 6 Florence Rd., Methuen, Mass. 01844, wants D&H pen pal to trade diesel and equip. pix. Buys any size negs and pix BL2's.

BOB BECK, 439 Shoreland Dr., Racine, Wis., seeks interurban pix and railroadiana; also wants to hear from fans planning CSS&B or CTA photo trips.

DON BEDFORD (British tr. dispr.), 139 Potovens Lane, Outwood, near Wakefield, Yorkshire, England, will exchange rr. pix, 8mm movies and info. on steam locos and st.-gage cars, esp. Western.

HARRY BENNETT, Jr., 1804 N. Mount St., Baltimore, Md. 21217, sells transportation pix, slides; list 25¢.

JOHN BENSON, 1347 Washington Ave., Lorain, O., collects rr. picture postcards, tts.

LLOYD BERGER, Jr., 2375 Como Ave., St. Paul, Minn. 55108, wants info., pix, bks. on SOO, WC, DSS&A, and predecessor rrs.

LEROY BLOMMAERT, 3950 N. Lake Short Dr., Chicago, Ill. 60613, trades 35mm Kodachrome orig. slides Libertyliners, other PSTC equip. for orig., duplicate slides CNS&M.

CHAS. BOHI, 512 N. Buxton, Indianola, Iowa 50125, buys, trades for emp. tts., esp. Midwestern.

ED BOND, 499 E. Main St., White Plains, N.Y., is selling large pass collection from '65, mostly New England. (SSE).

WM. BREADY, Vets. Hospital, Perry Point, Md., wants diesel sound records of PRR, NYC, SP.

JIM BROCK, 84 Chatham St., Worcester, Mass. 01609, will buy any size pix, or negs., 35mm slides, 8mm movies Worcester St. Ry. trolleys and pix of Worcester trolleys operating in Rio de Janeiro.

J.F. BROMLEY, 32 North Dr., Scarborough, Ont., Canada, buys any pre-'54 Toronto trolley negs, or orig, slides; also buys orig. Mexican and European color slides.

JOHN BRUCE, 24 Ashland, River Forest, Ill. 60305, sells last 3 CNS&M tts.

BOB BULLERMANN, 101 N. 100th St., Milwaukee, Wis. 53226, buys, trades, sells orig. 35mm color slides. Wants slides of CB&O steam.

GERRY BURRIDGE, 65 Cremazie W., Quebec 6, Que., Canada, sells p.c. to 11x14 size b&w and color pix of steam, diesels, elec.; list 15¢.

RAY BYERS, 167 Feronia, Rutherford, N.J., wants pix, tts. LIRR, Manhattan Beach Div.

CLIFF CALKINS, Nelscott, Ore., will sell 20 copies of Railway Age Gazette '13-'16.

LEO CALOIA, 907 Adelante Ave., Los Angeles, Calif., trades orig. 35mm b&w steam, Angeles Flight Ry., trolley negs.

JOE CARL, 728 Lincoln, Cuyahoga Falls, O., wants Akron & Barberton Belt loco roster.

MARTIN CHONGLA, 14959 Flanders, Detroit, Mich., sells orig. steam tape recordings. (SSE).

NORTON CLARK, 21 Endicott St., Newton Highlands 61, Mass., sells orig. color slides: steam, diesels, trolleys, MTA trolley snowplows. Will swap only for North Shore Line originals of cars or scrapping at South Upton.

BOB CLEMENT, 1409 25th Ave., Vero Beach, Fla., trades size 616 pre-war trolley negs., transfers, tts. for used world-wide postage stamps.

CHAS. COMERFORD, Jr., Congers, N.Y. 10920, wants pen pals employed by NYC.

R.M. CONDON, 652 2nd Ave. S., St. Petersburg, Fla., trades rr. pencils.

T.P. CONDRON, 5324 Wapakoneta Rd., Washington 16, D.C., will sell 8x10 photo Berkshire St. RR. open car 1902 in Pittsfield, Mass., $1.50.

JIM CRIMMINS, Exeter, N.H., seeks info. on 160 companies that formed B&M.

LOU CUMMINGS, Jr., 129 Nevin St., Lancaster, Pa. 17603, wants pix, negs. PRR pre-'50 steam on Lancaster-Quarryville br. and on Water St., Lancaster.

BRIAN CURNOW, 320 Lyons St., Sonora, Calif. 95370, buys any size pix, negs. steam-powered frts. on Pickerling Lumber Corp. and Sierra RR.

P.D. CUSTER, 730 Charlevoix Ave., Petoskey, Mich. 49770, buys, trades, sells 35mm Kodachrome orig. slides of cab-unit diesels.

ED DAVIS, 2906 26th St., Bremerton, Wash., wants pix, negs. of Mineral Range 400 series 2-6-0's.

HAROLD DAVISON, 611 3rd St. N.W., Austin, Minn., sells loco, car cyclopedias, steam, diesel negs., pix, MILW rule bks., emp. mags. (SSE).

JULE DELAET, 7701 Eustis, Cincinnati, O. 45236, sells NYC engine 999 cuff links and tie-bar sets, gold-finished.

FRANK DENNIS, Box 66, West Long Branch, N.J. 07764, sells steam, diesel 35mm slides. List, sample 25¢ and SSE.

RAY DESCHENES, 30 Mohawk W., Suite 328, Hamilton, Ont., Canada, sells 3½x5 to 11x14 steam pix CN, CP. Buys steam negs. CN, CP, TH&B. List 10¢.

FRANK DONOVAN, 114 W. 45th St., Minneapolis, Minn., want to borrow any size Iowa pix of MILW, WAB, or GN for historical articles in Ia. State Hist. Soc. Palimpsest in return for byline and copy of magazine containing the said pix.

F.J. EDWARDS, Box 1000, Ponoka, Alta., Canada, wants Off. Guides, tts., '15-'18.

DAVE ELIZEY, Box 274, New Iberia, La., trades T&NO tr. orders for those of other roads. Wants to hear from La. steam fans.

EDITH FAIRMAN, 2825 Hampshire Rd., Cleveland Hts., O., buys Ohio rr. and interurban uniform buttons.

MALLORY FERRELL, 308 Rush Rd., Fayetteville, N.C. 28305, seeks good pix Mich.-Calif. Lbr. Co. and Diamond & Caldor. Trades pre-'15 annual passes.

GEO. FIZER, Box 267, Oakland, Md. 21550, wants any size pix, negs. Preston RR.

JEFF FORREST, 265 Westminster Ave. N., Montreal 28, Que., Canada, buys pix, negs., paintings, drawings CPR 2800's, esp. 2850.

TOM FRANCIS, 702 Railroad St., Ypsilanti, Mich. 48197, wants info. on NYC diesels in NJ, Va. areas.

M. FRANKEL, Oakland, Ill., sells 8x10 pix UP, GN, B&O, WAB, CMSP&P. (SSE)

LES FREMMING, 1650 N. Pacific, Kelso, Wash., sells b&w tr. postcards, mostly steam, incl. wrecks. List, sample 20¢.

ROY GABRIEL, 649 Valencia Mesa Dr., Fullerton, Calif., will buy PE Magazine, PE emp. tts., '35-'45 off. Guides.

Carol Ivey, Potato Blossom Queen, with the first chunk of ice put into a pre-cooled refrigerator car on the Bangor & Aroostook RR. in Maine.
Maine Line News (BAR)

JOHN GAYDOS, 6911 N. Caldwell Ave., Chicago, Ill. 60646, will send '48 Deadwood Central tt., '49 p.c. of world's fastest steam loco, and '49 p.c. of UP Big Boy loco to those who send him a large self-addr. stamped env., as long as supply lasts.

MISS VERA GERSTENBERGER, Rte. 1, Coatesville, Ind., wants pen pals.

Mrs. BOB GINGRICH, Rte. 2, Gerling, Neb. (daughter of GW telegrapher Geo. Mills, stationed at Cummings, Ia.) is seeking her half-brother and sister, Don and Nedra Mills, born in Des Moines in '20's.

FRANK GNAU, 1477 Ellicott Rd., Orchard Pk., N.Y., wants roster of PRSL MU's.

ROGER GRANT, Albia, Iowa, buys, trades all types of rr. and express brass or wax seals: Wells-Fargo, Adams, U.S., Nation Pacific, American, Globe, American-Railway, Southern.

BOB GREENAWALT, 3643 Rosemead Blvd., Rosemead, Calif., buys, trades rr. stocks, bonds. (SSE)

JOHN GROVER, 299 Hyde Park Ave., Jamaica Plain, Mass., wants any sixe pix and slides of trolleys and D&RGW L125 2-8-8-2's.

DAVE HALES, 10 Middleton Dr., Peterborough, Ont., Canada, buys trades size 3¼x4½ pix CPR pass. equip. Buys, trades old rosters, other data.

MRS. JOHN HANEY, 507 York St., Williamsburg, Va. 23185, will sell Railroad Magazine, Trains, excel. cond. '55-to date; Ry. Progress.

WALT HARRIS, 1668 Brandon Ave. S.W., Roanoke, Va. 24015, sells back issues Railroad Magazine, Trains, emp. tts. Brit. and U.S. mdl. mags., rr. bks., etc.; list 10¢.

LEE HASTMAN, 8822 Mason, Morton Grove, Ill., sells 5x7, 8x10 steam action pix B&O, CN, NKP. List 10¢.

JIM HAUGH, 3650 Mt. Vernon Rd., Sebastopol, Calif., sells, trades 35mm slides of colorful rr. cars. Wants to start rr. car-spotters club. Fans who are interested, please write.

H.W. HAWLEY, 8926 Neenah Ave., Morton Grove, Ill., collects rr. police, special agent's badges, oll annual passes.

KARL HENKELS, 1628 N. Oakley St., Chicago, Ill. 60647, sells, trades 35mm Kodachrome orig. slides: diesels, cabooses, unusual cars. Buys collections of rr. pic slides.

JOHN HODSON, Britt. Iowa 50423, sells 4x5, 8x10 pix MILW, CGW, C&NW, M&StL, IC and CRI&P diesels, MILW steam, and MCCL, Ia. Term. and CNS&M elecs.

EARL HUGHES, Rt. 2, Mitchell, Ind., wants anything pertaining to CNO&TP, esp. steam pix.

C.E. HULL, 203 E. 16th St., North Little Rock, Ark., wants p.c., 5x7 action steam pix Oahu Ry., Alaska RR, WP&Y.

Miss CANDY JOHNSON (age 13), 26 Sumner St., Greenfield, Mass., wants teen-age pen pals.

BOB JONES, 131 Kendall Way, Covina, Calif. 91722, trades lanterns, rule bks., switch locks.

ARNOLD JOSEPH, 2512 Tratman Ave., New York, N.Y. 10461, sells old issues Railroad Magazine, Trains, R&LHS Bull., model mags., etc. (SSE) Buys collections of such mags., good cond.

T.A. KERBY (SP engineman), Rte. 8, Box 427, Tucson, Ariz. 85710, wants back issues BLE Journal and SP empl. mag., also pix steam or diesels on SP's Tucson Div.

DON KINNAMAN, 6746 N. 10th Ave., Phoenix 13, Ariz., will sell orig. 1850 steam coach plans, bk. "Century of Rdg. Locos," 1879 car bldrs. reprint, B&O pop whistle, TF&F orig. trolley pix.

H.J. KOONS. R.D. 1, Brodbecks, Pa. 17308, wants car builder's or rr. working drawings of any pre-1900 frt. cars; also photostats, photos, engravings, catalogs, bks. of such cas.

TIM KOUPAL, Mineola, Missouri 63360, wants BAR, MEC pix, negs., railroadiana. Sells BAR pix, info.

RON LANE, 10808 Heltman, Alliance, O., wants copy of C&O pass. schedules from Oct. '90 Off. Guide; also pix, drawings of '90 FFV pass. equip.

FRED LONNES, 904 Walnut St., Western Springs, Ill. 60558, will buy CERA Bulls 96, 97, 98, 99, 101.

BURT LORING, Rte. 5, Brainerd, Minn., sells NP steam rosters and scrapping lists, old issues Railroad Magazine, bks., other railroadiana.

A. LAPRESTO, R.F.D. 1, Peck St., Stamford, N.Y. 12167, will sell Kodak 116 folding camera. Wants pix, negs. logging rrs., bldrs. pix of Shays. Sells, trades steam, diesel and caboose negs.

TOM LAWSON, 2533 Montevallo Rd., Birmingham, Ala. 35223, will sell bound vols. Ry. Age Gazette Nos. 37-47, 52-68, 71-87, good cond.

OWEN LEARDIN, 127 Wildwood Rd., Elk Grove Village, Ill., sells orig. 35mm Kodachrome slides, size 120 negs. CNS&M, other Chi. roads.

PETE LECODY, 7260 South Shore Dr., Chicago, Ill. 60649, sells CNS&M lights, shades, bells, work reports, tts., signs, tkt. holders; list 15¢.

RON LEITCH, 18707 Ferncliffe Ave., Cleveland, O., will sell "Electric Ry. Engineering," '26 ed.; trades SHRT negs. or pix for those of other lines.

DAVE LUSTIG, 6708 Mammoth Ave., Van Nuys, Calif., sells 3½x5 pix SP, UP, ATSF, LAJ, OHT, GP35 demonstrators, MGM studio's equip. List, sample 10¢.

BETTY MANNING, 2755 Wood Shire Dr., Hollywood, Calif., will sell genuine SP switchman's kerosene lanterns.

RALPH MARSON, 8070 Busch, Centerline, Mich., will buy U.S. Census St. Ry. Report of '07, McGraw Elec. Ry. manuals, ICC Statistics of Rys. in U.S., Poor's and Moody's manuals.

E.L. MASENGILL, Bull's Gap, Tenn., buys SOU steamboat whistles, tapes, discs of SOU steam.

W.P. MATT, 721 Oleander Ave., Bakersfield, Calif., wants 35mm color slides C&O, UP steam, Railroad Magazine '29-'39.

WALT MATUCH, 182 Prospect Ave., Bayonne, N.J. 07002, trades orig. 35mm slides CNJ, PRR, LV, B&O, RDG for those of other rrs.

JACK MAY, 5601 Riverdale Ave., New York, N.Y. 10071, wants tkts., cash fare recpts. of B&O, C&O, NYC, NKP, N&W, PRR, PRSL.

AL McCORD, 600 E. Pearl St., Greenwood, Ind., will sell 68 rr. passes from 35 rrs., also '58 Travelers Guide with map. (SSE)

FRED McDONALD, Box 36, Acton, Ont., Canada, wants CN, CP steam negs., esp. size 616.

KEVIN McKINNEY, 2042 E. 72nd Pl., Chicago, Ill. 60649, will sell CNS&M bell, railroadiana. (SSE)

ED. McLAUGHLIN, 3512 Rashti, Ft. Worth, Tex. 76109, buys, trades 35mm orig. steam slides NdeM, FCM.

JOE MILAN, 55 Cheltenham Dr., Buffalo, N.Y., will sell 130 rr. passes of 1893, all different rrs.

NED MILLARD, 2403 Flicker Lane, Rolling Meadows, Ill. 60008, will buy pix C&NW n.g. steam, Stennett's "Yesterday and Today."

JOHN MILLS, 601 E. Jackson, Sonora, Calif., wants any size pix, info. on Sierra, West Side, and Pickering rrs.

ED MORAN, 3300 Netherland, Bronx, N.Y. will sell Railroad Magazine '38-'48, Mdl. Craftsman '34-'53 (SSE)

M.T. MORRIS, 2105 Glenbrook, Tyler, Tex., trade first day issue stamped envs. for rr. stock, bonds suitable for framing.

RON MORSE, 893 Linda Vista, Banning, Calif. 92220, wants pix and info. on NYC 4-6-4's with Pt. 14 tenders.

STEVE MUMLEY, Box 443, Alburgh, Vt., will send free RUT frt. bills for SSE as long as supply lasts.

ART MURPHEY (Santa Fe ex-shopman), 4 S. Washington St., Iola, Kan., wants pix McKeen motorcars operated by Santa Fe out of Richmond, Calif.

W.B. NAYLOR, Box 76, Long Pine, Neb., sells p.c. size steam pix.

DALLAS NELSON, Gladstone, Mich., wants old and new nos. of ex M&SL diesels on C&NW, origin of C&NW diesels 144-145, and old nos. of boosters 6-7.

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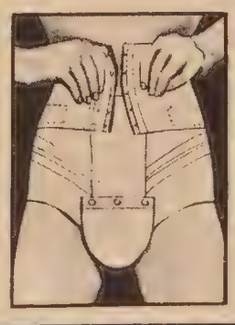

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H.G. NELSON, 1717 W. Gilbert Ave., Peoria, Ill., sells rr. bks., back issues Loco, Eng. Journal, Railroad Magazine. (SSE)

RAY NEVELL, 51 Carlton Terr., Bloomfield, N.J., will sell issues of Railroad Magazine, 1932 to present; Trains '43 to date; also size 616 steam, trolley pix '39-'42. (SSE)

E. NOLAN, 1105 S. 6th Ave., Yakima, Wash., trades orig. rr. pix 1870-1920 for same of NP.

PAUL ORLOW, 750 Pearl St., Denver, Colo, researching on Great Western Ry. in Colo., wants facts on early operation, anecdotes, old pix, tts.

C.G. PARSONS, 123 Riverdale Rd., Liverpool, N.Y. 13088, sells Kodachrome 35mm duplicate slides steam, diesel, trolleys; sample 25¢.

JIM PEARSALL, Zarephath, N.J. 08890, will sell Feb.-Nov. '35 Railroad Magazine, good cond.

M.K. PIERCE, 21 Duke St., East Greenwich, R.I., wants teen-age pen pal inter. in elecs., modern rring.

DAVE POND, 85 California Dr., Rochester, N.Y. 14616, edits, publishes The Lantern, monthly rr. bulletin; sample free.

BOB RATHKE, 56 Woessner Ave., Pittsburgh, Pa. 15212, will trade color postcards of steam, diesels, trolleys. Has swap list of railroadiana.

ARNOLD IRVINE REID, Casilla 4804, Correo Central, Buenos Aires, Argentina (new address), is the only S. Amer. supplier of rr. color slides we know of.

FRED RIEDER, 60 Hempstead Ave., Lynbrook, N.Y. 11563, wants info., pix rosters, tts., on M&NJ, M&U; also '30 Off. Guides.

CARROLL RIFF, 840 Fennel Ave. E., Hamilton, Ont., Canada, wants pix QC locos, cars, right-of-way.

LELA SALADINO, Box 50, Ayr, Neb. 69825, sells rr.-design aprons for railfanettes, 3 for $2.

GLENN SAUDER, 102 N. Mill St., Dalton, O. 44618, sells rr. mags. and bks., also mdl. bks. and mags. (SSE)

J.A. SCHLINTZ, Excelsior, Minn., trades tr.orders for Indian arrowheads, agate, other stones.

CHAS. SCHORMANN, Box 323, Kenmore Sta., Boston, Mass., sells 8mm color copy movie "Streetcars" of MTA, incl. scenes from movie "The Cardinal." (SSE)

WAYNE SCOTT, 2026 S. Dakota, Sioux Falls, S.D., wants GN steam recordings, 8mm movies.

STUART SEIDEL, 915 E. 48th St., Brooklyn, N.Y. 11203, wants subway tkts., tokens, pix, transfers, subway maps of U.S. and abroad; also tkts. and cash fare recpts. LIRR, SIRT, NYC, New Haven.

BOB SEMICHY, 246 Garden Hill Dr., Los Gatos, Calif. 95030, wants pix ATSF 3460 streamlined Hudson, esp. colors, and color pix std.-gage D&RGW locos.

J.E. SEVERSON, 2525 E. Dayton St., Madison, Wis., sells pix: steam, diesel, cars, stations, over 100 diff, roads. Big list and sample 10¢.

DAVE SHERRON, 825 N. 4th St., Reading, Pa., sells emp. tts., tts., LV, RDG, B&O, NYC, PRR (SSE)

H.V. SHOOP, 45 Cedar Ave., Mt. Holly, N.J., buys pix B&O locos '13 between Columbus and Cinn. nos. 884-889, 1310-1313, 1565-1568.

DWIGHT SMITH, 07 Bartley Ave., Portland, Maine 04103, sells tts., emp. tts., Off. Guides, back issues Railroad Magazines, Mdl. RRer, annual reports, etc., of '40's, '50's. (SSE)

HAROLD SMITH, 61-17 68th Ave., Brooklyn, N.Y. wants BTC PCC side-roll sign and box, 127 or larger negs. Pitts. Rys., SLPS, CNS&M.

JOE SMITH, 304 Picker Ave., Wood River, Ill. 62095, sells steam, diesel loco color slides, 139 rrs. List, sample 50¢.

TED SOMMER, Codfish Hill, Bethel, Conn., wants pix IT bldgs., right-of-way during elec. oper., esp. industrial areas; emp. tts., rule bks., track diagrams, elec. frt. pix.

JOHN SPIKES (B&O chief dispr.) 472½ Saunders Ave., Akron, O., sells big orig. B&O trainsheets covering daily movements minute by minute of all trs. on 146.7 miles of main double track, $2 each.

ED SPRINGER, 6116 Jefferson St., Philadelphia, Pa., sells 3½x5 pix PTC, PST Libertyliners. (SSE)

JOE STARK, 5839 Hampshire Ave., North Minneapolis, Minn. 55428, sells rr. bks., mags., tts., articles. (SSE)

BILL STEVENTON, Hawkins, Wisc., will buy two CNS&M pass. controller handles, 8mm and 16mm orig. or copy movies, stills of Indiana RR.

BILL STEWART, 7300 Sargent Rd., Indianapolis, Ind. 46256, wants pix, slides, emp. tts., tts. railroadiana of LE&W Dist. of NKP 1900-'57.

AL STOKES, 3958 S. Hill St., Los Angeles, Calif. 90037, desires pen pal in San Antonio area.

J.G. STOREY, 121 10th St., Chillicothe, Mo., wants books (or book titles) on Walschaert gear.

RAY STOREY, 8 Meadow St., Denville, N.J. 07834, wants action pix DL&W steam; also pen pals.

WARREN STOWMAN, 2102 Eastburn Ave., Philadelphia, Pa. 19138, buys, trades for any size pix Phila. & Rdg. 0-4-0T A3b's 1236, 1238, 1239.

JOHN STRAUSS, 6891 Meadowbrook Blvd., Minneapolis, Minn. 55426, sells all size b&w pix steam, diesel, elec. of CB&Q, MILW, NP, GN, SP&S, D&RGW, WP. (SSE)

M.W. SWANSICK, 6430 Xavier Court, Arvada, Colo., draws steam loco pix on order on Christmas cards, etc. (Sample, SSE)

TED TAETSCH, 14218 Garfield Ave., Lakewood, O. 44107, trades 3x5 trolley and subway pix of U.S., Canada, Mexico.

J.M. TAKACH, Jr., 114 S. 2nd St., Frackville, Pa., buys, sells, trades emp. tts., tr. orders, rule bks., sw. keys, rr. lanterns. (SSE)

D.W. TAYLOR, 114 Erdenheim Rd., Philadelphia, Pa., sells RDG railroadiana. (SSE)

R.W. TESCH, 832 N. Greenwood Ave., Park Ridge, Ill., wants size 616 interurban negs.

TED THOMPSON Jr., 2006 Blaine St., Williamsport, Pa., trades NYC, RDG, PRR, EL, B&O emp. tts., tr. orders for those of other roads. (SSE)

E.L. TOMBERLIN, Box 1187, Salina, Kan., invites fans to join South Africa Club to get ry. tts., tkts., pix, etc., of foreign countries. (SSE)

F.W. TRITTENBACH, 661 Chestnut St., Emmaus, Pa., wants Railroad Magazines, mint cond. 3/55; 2, 6, 8, 10; 12/58; and 4, 8, 12/59. Buys size 616 negs. steam on RDG, CNJ, LV, L&NE, L&HR, WM, D&H, DL&W, Erie, NYC, PRR.

WALTER TRAPP, P.I. Box 34, Enterprise, Fla., wants bks. on old or modern steam locos.

DICK VARTABEDIAN, 16575 Whitcomb, Detroit, Mich., buys, trades good quality 35mm color slides, any rr. diesels, esp. small Class I and Class II.

DAVE WALTER, 413 Lawrence Rd., Havertown, Pa., sells PST Libertyliner pix, tts., RDG, PRR tts.

OTTO WEISS, 32-52 34th St., Long Island City, N.Y. 11106, sells all size rr. pix.

M.C. WIKMAN, Mt. Olive Rd., Flanders, N.J., sells, trades tkts., emp. tts., Off. Guides, bks.; list free. Free orders or clearances for SSE as long as supply lasts.

E.J. WILSON, 247 Riverdale Ave., Yonkers, N.Y., will buy steam rr. posters at least 30x40".

DOUG WORNOM, 454 Riverside Dr., New York, N.Y., buys, sells, trades, tts., other railroadiana.

DENNIS WOZNICZKA, 1804 LaPorte Ave., Whiting, Ind. 46394, trades Class I rr. tts., emp. tts. Wants pen pals interested in tts. (SSE)

BOB YANOSEY, 40 Hendel Ave., North Arlington, N.J., will sell or trade '41 Loco Cyclopedia, excell. cond. Wants eastern steam pix, slides.

BARRY YOUNG, address was incomplete.

DICK YOUNG, Box 13, Clifton, N.J., sells size 616 steam, elec. pix; no list.

BOB ZUBER, R.D. 3, Williamsport, Pa., wants any size negs., pix Susquehanna & NY locos, cars, Climax, Heisler, Shay locos.

GENE ZANK, 1717 Hickory St., Alma, Mich. 48801, sells, trades tts., emp. tts., tr. orders, rule bks., maps, Off. Guides, other railroadiana. (SSE)

Model Trading Post

HARRY BENNETT, Jr., 1804 N. Mount St., Baltimore, Md. 21217, will buy O gage Kemtron pulpwood car.

LLOYD B7RGER, 2128 W. 4th St., Duluth, Minn. 55806, wants live steam locos 3" to 6" gage.

HAYWOOD BROWN, Jr., 305 Essex St., Lynchburg, Va., sells Marklin, Homby, AF, Lionel, Knapp, Boucher catalogs. Wants Blue Comet set. (SSE)

C.E.DAVIS, 3663 McCall Blvd., Bremerton, Wash., will trade Guild of the Iron Horse OO gage 2-rail PRR E6 kit for Nason OO 2-rail NYC Hudson loco.

RHEA ECKOLS, Rte. 2, Box 53, Luling, Tex., will sell AF 4642 loco with orig. green paint, light, pantograph missing, 2 bad wheels. Make offer.

M. FRANKEL, Oakland, Ill., sells mdl. tr. plans and Lionel trains. (SSE)

BILL LANDIS, 1411 Gibbs Ave. N.E., Canton, O., wants std.-gage trs., trolleys, accessories, O gage Hudson, std. gage pass. cars.

H.M. LEWIS, 9278 Kewen Ave., Sun Valley, Calif., wants Ottaway 12" gage steam loco any cond.

AL MILLER, 3212 34 Ave. S., Minneapolis, Minn. 55406, buys tinplate, trolleys, accessories, catalogs, Meccano Erector, cast-iron toys.

DON ROBBINS, 801 Circle, Bellaire, Tex. 77401, wants Lionel 38 water tower, 116 station, AF S gage pass. sets, UP, NH, NP, MP, Silver Rocket.

T.N. ROCKHILL, 1624 Chapman Ave. S.W., Roanoke, Va., will sell Triang HO gage trs., track.

BOB WALLICH, 310 Ottawa St., Washington, D.C., will sell HO gage Hamo German tram and trailer. Wants std.-gage locos, Buddy L. Cars.

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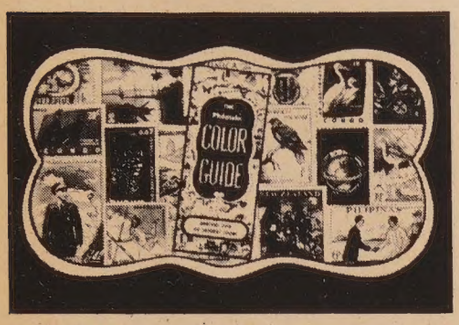

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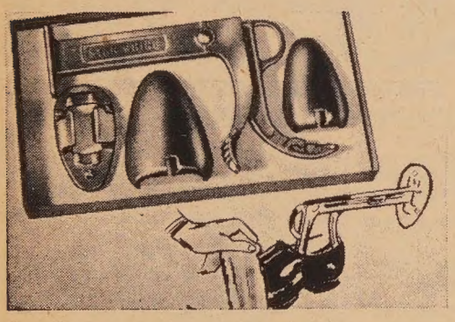

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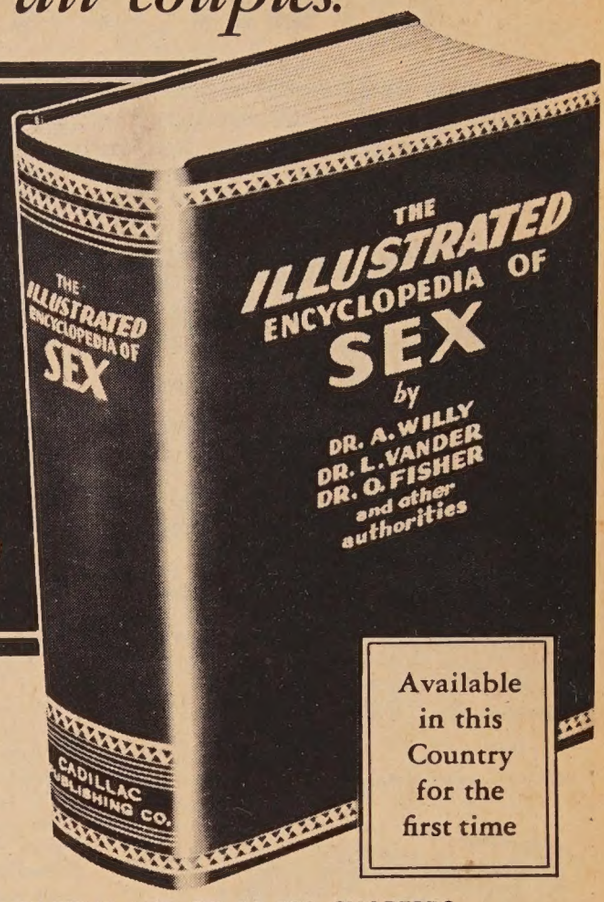

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Profits That Lie Hidden in America's Mountain of Broken Electrical Appliances

By J. M. Smith *President, National Radio Institute*

And I mean profits for you — no matter who you are, where you live, or what you are doing now. Do you realize that there are over 400 million electrical appliances in the homes of America today? So it's no wonder that men who know how to service them properly are making $3 to $5 an hour — in spare time or full time! I'd like to send you a Free Book telling how you can quickly and easily get into this profitable field.

THE COMING OF THE AUTO created a multi-million dollar service industry, the auto repair business. Now the same thing is happening in the electrical appliance field. But with this important difference: anybody with a few simple tools can get started in appliance repair work. No big investment or expensive equipment is needed.

The appliance repair business is booming — because the *sale* of appliances is booming. One thing naturally follows the other. In addition to the 400,000,000 appliances *already* sold, this year alone will see sales of 76 million *new* appliances. For example, 4,750,000 new coffee makers, almost 2,000,000 new room air conditioners, 1,425,000 new clothes dryers. A nice steady income awaits the man who can service appliances like these. And I want to tell you why that man can be *you* — even if you don't know a volt from an ampere now.

A Few Examples of What I Mean

Now here's a report from Earl Reid, of Thompson, Ohio: "In one month I took in approximately $648 of which $510 was clear. I work only part time." And, to take a big jump out to California, here's one from J. G. Stinson, of Long Beach: "I have opened up a small repair shop. At present I am operating the shop on a spare time basis — but the way business is growing it will be a very short time before I will devote my full time to it."

Don't worry about how little you may now know about repair work. What John D. Pettis, of Bradley, Illinois wrote to me is this: "I had practically no knowledge of any kind of repair work. Now I am busy almost all my spare time and my day off — and have more and more repair work coming in all along. I have my shop in my basement."

We Tell You Everything You Need to Know

If you'd like to get started in this fascinating, profitable, rapidly growing field — let us give you the home training you need. Here's an excellent opportunity to build up "a business of your own" without big investment — open up an appliance repair shop, become independent. Or you may prefer to keep your present job, turn your spare time into extra money.

You can handle this work anywhere — in a corner of your basement or garage, even on your kitchen table. No technical experience, or higher education is necessary. We'll train you at home, in your spare time, using methods proven successful for over 45 years. We start from scratch — *tell* you in plain English, and *show* you in clear pictures — everything you need to know. And, you will be glad to know, your training will cost you less than 20¢ a day.

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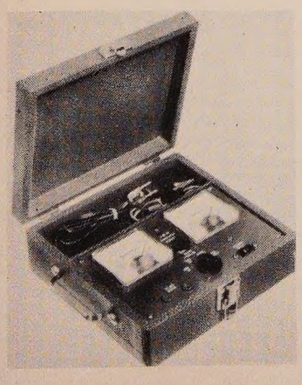

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